CARSTENS PUBLICATIONS
(ISSN 0164-[illegible])
JANUARY 1993
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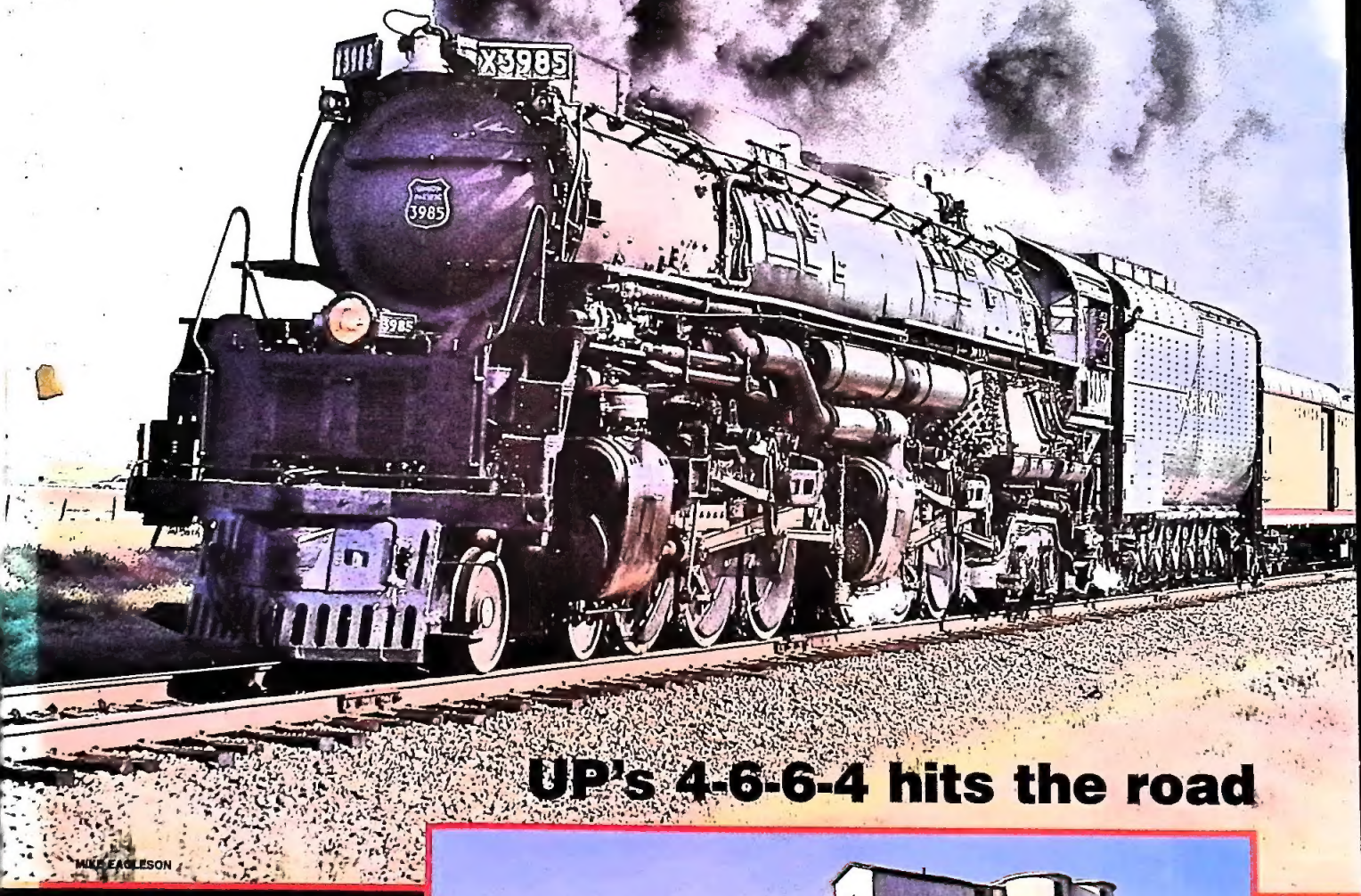
RAILFAN & RAILROAD

48/60



MIKE EAGLESON

UP's 4-6-6-4 hits the road

Amtrak vs a boulder

MoPac's Navy

JAMES W. WATSON

The strange tale of the Wabash Valley

0 71896 48760 01

KODACHROME DAVID HARRIS

THE IOWA RAILROAD is now operating the entire former-RI main line between Bureau Jct., Ill., and Council Bluffs, Ia., with three SW1200s and five ex-ICRR U30Bs. The 21 and 20 are westbound at Tiskilwa, Ill., August 11, 1982, with nine cars.

Railnews

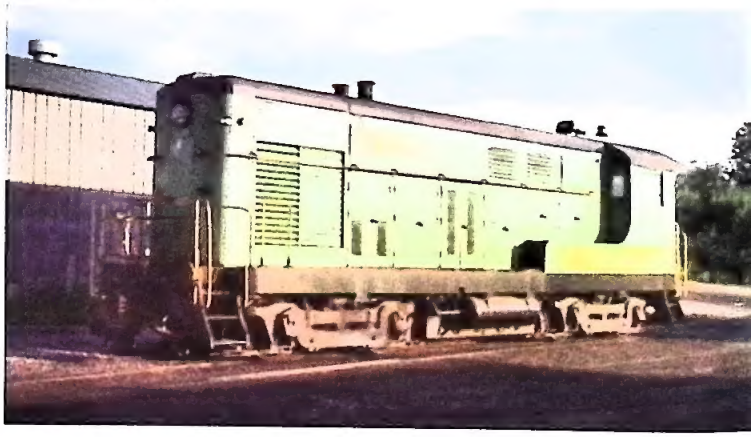
THE BATTEN KILL RAILROAD began operating the former Greenwich & Johnsonville and D&H branch from Salem to Eagle Bridge, N.Y., on August 23, 1982, with ex-G&J RS3 4116. This is the first northbound from the B&M viewed near Cambridge.

KODACHROME JACK WRIGHT

KODACHROME DEN ADLER

FAIRBANKS MORSE units aren't completely gone. The scene above was made on September 8, 1982, as Central Wisconsin's ex-Milwaukee 763 meets Milwaukee SD10 546 in Janesville as the CW works former-Chicago, Madison & Northern trackage. Hallett Dock Co. repainted former-MN&S H10-44 11 (right) into its own colors, shown at West Duluth in July 1978.

KODACHROME STEVE GLISCHINSKI



MORRISTOWN & ERIE'S new ex-CR/nee-NYC C430 and 2054, now M&E 16, led the entire M&E roster (S4 14 and RS1 15) into Hoboken Terminal for Renaissance Days display (below) on October 2, 1982.

KODACHROME ALYN SPECHT

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From the Publisher's desk: A Look at British steam

When we had occasion to visit England recently, we wanted to include at least one new steam preservation railway on our list of things to do. We chose the Severn Valley Railway, a 12½-mile double-track line that had been part of the Great Western Railway before nationalization into British Rail. Not a main line, traffic declined and a section of the line was abandoned in the 1960s. In 1966 the Severn Valley Railway Preservation Society was formed to buy a portion of the line, eventually acquiring the 12½-mile stretch from Bewdley to Bridgnorth. A spur connects with British Rail to the south at Foley Park, and connections can be made on holiday weekends.

We hit the Severn Valley on Easter Tuesday, which meant that the railway was crawling with both tourists and railfans. It also meant that the line had just about every available engine and car out on the line on a 45-minute headway or less. Restaurant service was featured on some trains, but we opted to grab a lunch at the southern terminus at Bewdley. We also had time to shoot various pieces of equipment there.

The Severn Valley is double tracked, and trains are run where possible as they did in bygone years: Great Western engines pull Great Western trains, and British Rail engines pull cars with BR paint schemes. There are 29 steam locomotives on the SV along with five industrial steam engines plus two main line diesel locos and an industrial switcher. There are 27 ex-GWR coaches, 13 ex-LMS coaches, seven former LNER coaches, and eight former British Rail coaches. There are also freight and non-revenue cars.

We just missed GWR 2-6-0T No. 5164 and caught the next train with another GWR engine, 7812a 4-6-0 built in 1939, on the head end of a matching string of seven coaches. A British railfan well versed on the line sat opposite us and pointed out good photo spots as the train headed north. Coaches are compartmented, and the windows can be opened. Cameras and microphones could be seen the whole length of the train.

The train traverses a hilly, scenic area along the Severn River, and there were as many fans shooting from along the right-of-way as from the train. Stone stations in the old Great Western tradition abound, as do stone and metal bridges and viaducts. Roads in the area do not lend themselves to train chasing, but there is enough movement in each direction to get plenty of action in a day's outing.

At Hichley we saw a string of non-revenue cars on a siding, along with two steamers not in service. Some of the locomotives carry names, such as our 7812, *Erlestoke Manor.* One of the largest locos is LMS 4-6-0 45110 *RAF Biggin Hill,* built in 1935.

American fans find it difficult getting used to 0-6-0 tank engines pulling passenger trains at brisk speeds, but the Severn Valley does, as do many other British steam preservation railways. It was a common thing in England.

The Severn Valley is owned by a non-profit corporation, and many of the locomotives used on the road are also owned by small private not-for-profit societies. The right-of-way was littered with old ties which had just been replaced with new sleepers. Traffic safety is maintained with an effective semaphore signalling system.

The British Isles are covered with steam preservation railways and museums, and memberships are available in many. On bank holidays they usually run extra trains. Many lines run weekends only, but the larger operations run through the week from May through September. Guides are available listing all the many lines in England, Wales, Scotland and Ireland.

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cover

Did you ever think you'd live to see the day that a live Challenger would be back on the road? Well, it's a fact, and Greg Nazarow covers the 1982 travels of UP's 3985 beginning on page 34. Mike Eagleson was trackside at Virginia, Idaho, on June 21, for the cover shot. The two "SD40-2s" are fresh out of Morrison-Knudsen's Boise shop as the UP is about to transfer them to the new Wabash Valley at Manhattan, Kansas, on September 2, 1980. Kodachrome by Jim Watson.

RAILFAN & RAILROAD (ISSN 0163-7266) is published bi-monthly by Carstens Publications, Inc., Fredon-Springdale Road, Fredon Township, New Jersey, P.O. Box 700, Newton, New Jersey 07860. Phone: 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Controlled circulation postage paid at Sparta, Illinois 62286 and Newton, New Jersey 07860. Copyright © 1982 by Carstens Publications, Inc. Printed in the United States of America.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, N.J. 07860.

SUBSCRIPTIONS: U.S.A. and possessions: $8.00 per year, $14.00 for two years, $20.00 for three years. Single copies $1.50. Postage outside U.S.A. $1.00 extra per year. All communications regarding subscriptions and changes of address should be sent to: Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, N.J. 07860. Please allow six weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested we will endeavor to return all material in good condition if accompanied by return postage. RAILFAN & RAILROAD assumes no responsibility for unsolicited material. Payment is normally made upon publication. The contents of this magazine must not be reproduced without written permission from the publisher.

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Fanmail

Save the PAs

It was really bad news to see that photo of ex-D&H Alco PA 16 on page 67 of the September 1982 issue of R&R. Even worse news was reading that only one of the four PAs is still running. Back when the D&H had these units they were kept in excellent condition and were the pride of the railroad, but now they are being ruined in Mexico.

Considering we have all kinds of locomotives being saved by fans and railroads nowadays, I find it really hard to believe that no-one with the resources to save the PAs has tried to do so yet. Someone should really try to save any or all of these units; they are, after all, the only remaining examples of this once common classic American passenger diesel. I sure wish that I had the resources to be able to do something about saving the PAs!

THOMAS L. SEILER
Cleveland, Ohio

It isn't often that the arrival of R&R brings on a fit of depression, but the September issue sure managed with its report on the current sad state of the D&H PAs in Mexico.

Surely it's not too late for railfans to organize a fund to enable at least two of these unique machines to be rescued and returned to the U.S. where they can be restored to their former glory and preserved in working order for the benefit of future generations. I'd be glad to contribute to such a fund.

LAWSON LITTLE
Mansfield, England

Since photos of the derelict PAs appeared in both R&R and Trains, *we have received quite a number of inquiries about saving the locomotives. There are presently some serious efforts being undertaken to retrieve the PAs for preservation, and we will strive to keep you informed as things develop and offer any assistance should a fund-raising campaign become necessary*—J.B.

Jimmie Rodgers review

Just a short note to let you know how much I enjoyed Joe Taylor's review of *The Life and Times of America's Blue Yodler, Jimmie Rodgers* in the September issue. Joe's love of the music really shows in his enthusiastic review. Great! Made me want to go right out and read it.

WALT LANKENAU
Branchville, N.J.

Certainly every editing staff needs a vacation. The whole gang must have been out of reach, though, when someone OK'd the use of 25¾ inches of column space for that review of yodler Jimmie Rodgers. What a waste of valuable space in a rail magazine! Three inches maximum would have been plenty if it were a mandatory review, but 25¾ inches is almost unforgiveable.

CHARLES E. GARDINER
Bayside, N.Y.

It was great to see a review of the Jimmie Rodgers book in the September R&R. Joe Taylor has obviously spent a good deal of time listening to both Country and Rock music and speaks with authority. As a railfan and professional musician (I play pedal steel guitar), I can identify with Jimmie Rodgers and what Taylor said about the Top 40 trash out of Nashville today. Happily, the people around western Montana are becoming more aware of *good* country music. We are getting more requests for Waylon Jennings, Lefty Frizzel, Merle Haggard and, yes, Jimmie Rodgers.

SCOTT OLSON
Great Falls, Mont.

"Railroad music" is a very legitimate and wide-spread aspect of the railfan hobby, and while we have no intention of overindulging in it, an occasional piece like Joe's review is more than justified—J.B.

Montreal's biggest

Scott Hartley's fine article in September issue "Montreal's Big Centurys" contains the recurring rumor that CP 4744, the 4000-horsepower MLW, has been derated. This rumor has persisted for a number of years, and it appears that the railfan community are the only ones that are aware of this derating. CP Rail's Haulage Capacity and Motive Power Department publications still show the 4744 rated at 4000 horsepower. The train dispatcher, whether he is in Winnipeg or Saint John, still figures the 4744 at 4000 h.p. when adding up the Horsepower Supplied.

The unit does carry DRF-36 plates, but this is no indication to a derating, because the 4744 has always been in this class. There has never been a DRF-40 class because there was always the *possibility* that it might be derated.

The book *Canadian Pacific Diesel Locomotives* by Murray Dean and David Hanna contains an appendix devoted entirely to the numberings and classification of CP's Big Centurys, for those that wish to pursue this further.

W.M. BAIRD
Milo, Maine

CP Rail 4744 is still 4000 h.p. and hasn't been derated; CP's Mechanical Department "Motive Power" booklet verifies this. There is a plan to take 4744 into Angus Shop this autumn and put four AC traction motors under it in conjunction with a project involving Brown-Boveri and Transport Canada.

BRUCE CHAPMAN
Ottawa, Ontario

Wood's photo

I would like to shed some light on the location of my photo on the old PRR main line which appeared in the May issue of R&R and was discussed in September. Where Trexlertown came from I will never know, since it is not on the old PRR—and I never shot the Reading there! I have gone to the files and will quote from the index file card that is with the 4×5 negative: "Pennsy EMD Fs with Enola-bound tonnage out of Altoona on the scenic Middle Division at Thompsontown, Pa., December 30, 1955." The notes went on about the reduction of the four track main to three tracks, and other comments not relative to the question at hand. Looking at several Pennsy track charts and gradient elevation maps, the following is evident. It is

not Mifflintown, I knew that town and the hamlet of Denholm like the back of my hand. The shot is east of Mifflintown, and the towns and villages eastward from Mifflin are: Port Royal, Mexico, Tuscarora, Vandyke then Thompsontown. Still further east you had Millerstown, Old Ferry and Newport. It is ten miles between Newport and Thompsontown, and ten more to Mifflintown. Eyeballing the maps, reader Rypkema's theory looks good, as a line drawn across the Juniata from *Millersburg* appears to cut through Thompsontown. Since the shot is some 27 years removed, I remember the overbridge as a small local affair. I do seem to remember a route similar to the one described by Rypkema, but I can't say which of the towns was involved. At any rate, I say Thompsontown. Also, as noted, the town referred to as "across the Juniata is Millersburg, not Millerstown, which is on the Middle division just west of Newport.

DON WOOD
Matawan, N.J.

D&H *Champlain*

My mistake. In the coverage of Boston & Maine's takeover of former-NH lines in Connecticut (page 25, September 1982 R&R), I mention the Delaware & Hudson equipment used on the inaugural run. That car should be buffet-lounge 43, the *Champlain*, not *Saratoga*.

Unfortunately, D&H diner-lounge *Saratoga Inn* is amongst other former-*Adirondack* cars working in purgatory on MTA commuter runs out of Grand Central. Happily, *Champlain* is still resplendent in D&H blue, yellow and stainless steel and living at Colonie.

SCOTT HARTLEY
Waterbury, Conn.

Bristol & North Western

Your article on the Bristol & North Western was very good and received a favorable response from the railfan community in the Tri-Cities area. The B&NW will not run this year according to Harold Keene but it will definitely run next year (provided that the coal market keeps improving). There is some speculation that the train may run from the train station marketplace in downtown Bristol.

The repairs to 4960's running gear have been finished by Gary Bensman, and all that remains is some sleeve repair on some staybolts that had stripped. After this work is done, the 4960 will probably receive a new jacket and tender. Gary has stated that the bulk of the work necessary to bring 4960 up to FRA requirements has been done and that the remaining work would probably consist of some flue work and doing the boiler papers. We did have 4960 under steam this past weekend to test the running gear and new staybolt caps. She has to be one of the most solid sounding (not a bit of clank in her rods now) engines running.

AL EVANS
Bristol, Va.

A. P. Carter

Concerning your reference to the Carter Family in your Bristol & North Western feature in September, June Carter Cash is A.P. Carter's niece, not his daughter. She *is* the daughter of Maybelle Carter and A.P.'s brother (whose name I cannot recall). Sara and Maybelle, first cousins, married Carter

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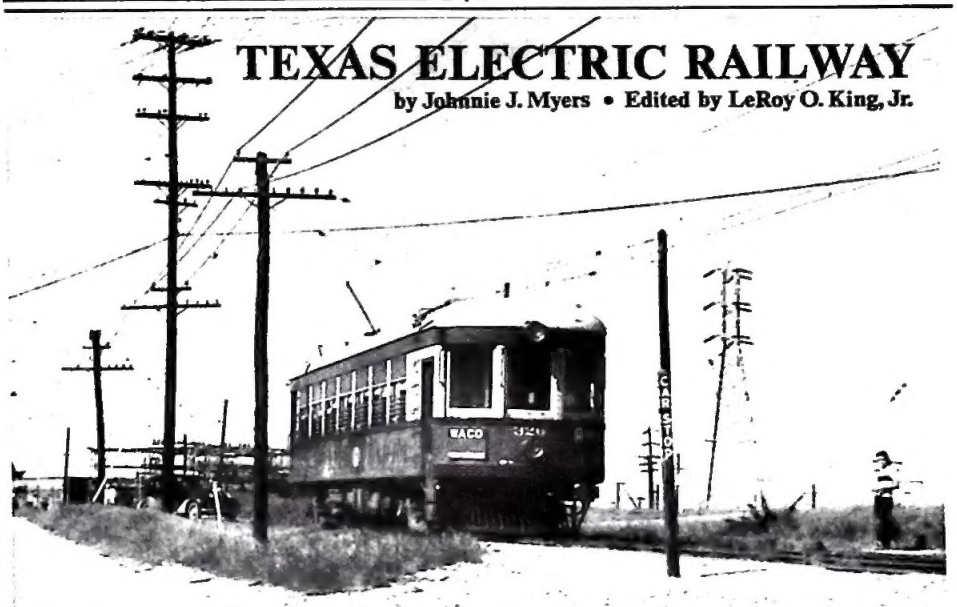

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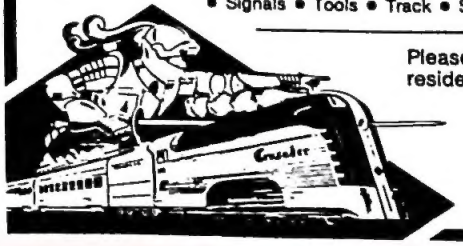

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brothers. A.P.'s brother did not sing with the group.

Joe Carter and Janette Carter Kelley are the son and one of two daughters of Alvin Pleasant and Sara Carter. Brother, *can they sing!* While visiting with them several years ago, I had Janette sing "Engine 143" ("Wreck on the C&O Road") over and over. Among the other Carter classics, this is my evermore favorite song.

GREG WHITAKER
Winter Park, Fla.

4960 and Camp Grant

That's a nice picture of the 4960 on the September cover, and I, too, remember Camp Grant. After about four weeks in the Reception Center of Ft. Bliss, Texas, I was among eight or ten men sent to Camp Grant. With that small number, we travelled first class on the SP *Californian* from El Paso to Tucumcari and the Rock Island on to Chicago. We then got a westbound train to Davis Junction and a bus to Camp Grant.

While there from August to November 1941, I spent many hours around those white warehouses and station. The Burlington and Milwaukee used Pacifics and Mikes, and I remember a Burlington 2-6-2. I served in Co.C of the 29th Medical Training Batallion, and as I was upstairs, I could see the trains from the barracks.

JESSE LINEBARGER
Tonopah, Nev.

I enjoyed your September articles on the 4960 and editorial on Camp Grant. I'm sure I'm in an elite group, as I remember *both*. I lived in Rockford from the mid-1940s to the mid-1970s, and as a matter of fact, I've got 8mm movies of the 4960 taken on the same day Boyd shot the cover. Another great locomotive, SP 4449, spent a few days on the site of Camp Grant in the fall of 1975 with the *American Freedom Train*.

GERALD L. BERWALD
Iowa City, Ia.

Burlington 4960

I was delighted with the articles on CB&Q 4960 in the September issue. One correction, though: the 4960 and 5632 were assigned to Galesburg, not Clyde, according to my 1965 assignment sheet. This may seem a small matter to most, but the 4960 was a boyhood friend and neighbor, and I hate to have her address incorrect. I was that lucky kid who hung around the roundhouse as an unofficial mascot of sorts.

Most heavy repairs were, indeed, referred to Clyde or West Burlington, and they spent a good deal of time at Clyde when "on the road," but the two steamers "hung their hats" in Galesburg in the form of spare side rods and other parts stored in boarded-over inspection pits in the shops—someone ought to take a look in those pits, those spare parts may still be there.

The 4960 and 5632 were listed on the assignment sheets simply as SERVICEABLE LOCOMOTIVES, with their Ola and Ofib symbols differentiating them from GP10s or F7s. By contrast, the inoperative B&AMR 4-4-0 85 was listed as a DISPLAY LOCOMOTIVE and the 4963 was later listed as STORED UNSERVICEABLE when it was returned by the Berrier & Southern.

The locomotives proved they were part of the fleet by occasionally hauling freight on what would have otherwise been a light engine move, and the 4960 hauled both freight and passenger through the flooded track at Savanna, Ill. On one occasion after some staybolt repairs, the 4960 was to be taken out on the line for some tests. The power dispatcher was short on available diesel units, and with the hot engine on hand, he assigned her to the Peoria Turn local freight.

Many times I had my Sunday lunch—purchased from the roundhouse vending machines—in the cab of the 4960, 5632 or *Zephyr* 9908, keeping a watchful eye out for railroad cops or unsympathetic railroad officials. The 4960 may have been away from home a lot, but it was a faithful friend to the kid who lived just down the street.

And not handsome, Mr. Boyd? I don't remember any creature as lovely in that town . . . at least not then.

JAMES C. MILLER
Grand Rapids, Mich.

Pullman restoration

We are in the process of restoring the old Pullman railroad car that was used in the movie *This Property is Condemned* with Robert Redford and Natalie Wood. The scenes involving this car, named *Miss Alva*, were shot in Bay Springs, Mississippi, in 1961 or 1962.

Any information your readers could supply about this car would be appreciated.

MYLES FRANK
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Caboose restoration

In October 1980 the City of Grand Haven, Mich., was donated former Grand Trunk Western caboose 77915. Our committee has been charged with the responsibility for restoring the caboose so that it can be displayed with our Pere Marquette 2-8-4 1223.

Could you or your readers supply us with data or put us in contact with a historical group who would know the various lettering and paint schemes that were used on this series of GTW cabooses?

ART MILLION
Pere Marquette 1223 Committee
Tri-Cities Historical Society
Box 234
Grand Haven, MI 49417

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. General policy is to run items two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Omaha by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

CONNERSVILLE, INDIANA. December 3, 4, 5, 10, 11 and 12. The Whitewater Valley Railroad will make special Christmas runs from Connersville to Metamora, Ind., and return, a 36-mile roundtrip. The Friday and Saturday trips will depart the Connersville station at 5:00 p.m. EST, and the Sunday trips will depart at 12:01 p.m. Roundtrip special fare of $10.00 for all ages and must be reserved. Call or write Whitewater Valley Railroad, P.O. Box 408, Connersville, IN 47331; 317/825-2054.

NORTH FREEDOM, WISCONSIN. February 19-20. "Snow Train '83" railfan winter weekend at Mid-Continent Railway Museum featuring special passenger, freight and mixed train

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0100-009725 176 pgs.275 photos $22.95

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BN Annual 1977-1980. Review of BN operations,loaded with photos. A must for BN fans
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0100-008625 250 pgs,440 photos $15.00

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operation behind steam. Snowplow train if snow conditions permit. Contact: Mid-Continent Railway Museum, Box 55, North Freedom, WI 53951; 608/522-4261.

MINNEAPOLIS-ST. PAUL, MINNESOTA, February 19. "Snowball Express" bus trip to Mid-Continent Railway Museum "Snow Train '83." Chartered Jefferson Bus departs Amtrak Midway Station 8:00 a.m. sharp (passengers assemble by 7:30), arriving at North Freedom in time for lunch and first afternoon train. Dinner en route home at Pierce's in Baraboo with arrival back at Midway by 11:00 p.m. $30 ticket includes bus, breakfast and Snow Train '83 coach ticket. Contact: Northstar Chapter NRHS, c/o Cy Svobodny, 7953 Conroy Way, Inver Grove Heights, MN 55075 (make checks payable to "Northstar Chapter-NRHS").

INTERNATIONAL TOURS

AUSTRALIA FROM LOS ANGELES, April 1983. The Pacific Railroad Society is hosting 14, 20 or 22 day itineraries to Australia departing April 2, 1983, including extensive rail travel. For details contact: Pacific Railroad Society, Inc., P.O. Box 2768, Riverside, CA 92516, or phone afternoons 714/684-7458.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW with model trains, operating layouts and railroad antiques. Sellers and layouts wanted (cash payments for displaying a layout). Show will be held at the following dates and locations:

Kansas City, Kansas, December 4-5, Kansas City Convention Center, 301 W. 13th.

Cincinnati, Ohio, December 18-19, Cincinnati Convention Center, Elm and Sixth.

Schedule for all shows is 1:00 p.m. to 9:00 p.m. on Saturday and 11:00 a.m. to 5:00 p.m. on Sunday. Admission is $3. For full information contact: Great American Train Show, 239 James Street, Bensenville, IL 60106; Bob Bush, 312/832-5251.

NIAGARA FALLS, NEW YORK, December 4-5. Toy Train Collectors Society Train Show, Sale & Swap Meet at Niagara Falls Convention Center on Fourth St., from 11:00 a.m. to 5:00 p.m. each day. Adults $1, kids 50¢. Contact: Terry Lemieux, 267 69th St., Niagara Falls, NY 14304; 716/283-0047.

SILVER SPRING, MARYLAND, December 4-5, 11-12. Silver Spring Model Railroad Society Annual Operating Show each day from 11:00 a.m. to 5:00 p.m. in the basement of 8701 Colesville Road at Fenton Street. Admission free; donations accepted. Contact: John W. Sumner, 8701 Colesville Rd., Silver Spring, MD 20910; 301/587-6160.

WILLIAMSPORT, PENNSYLVANIA, December 12. Whistle Stop Train Meet from 9:00 a.m. to 4:00 p.m. at the Hepburnville Township Fire Hall, seven miles north of Williamsport on Rte. 973 East, one mile off Rte. 15 North. Adults $1.50, kids under 12 free. Contact: Jim Stabley, 208 Beach St., So. Williamsport, PA 17701; 717/323-8883.

ALBANY, NEW YORK, December 12. Capitaland Train Meet at Polish Community Center, Washington Ave. Ext. from 10:00 a.m. to 4:00 p.m. Tables $9 ($11 at door). Admission: Adults $1.50, kids 75¢. Contact: Len Welter, P.O. Box 3300, Schenectady, NY 12303; 518/372-9124.

CLEVELAND, Ohio, December 12. Railway Employees Association Model Railroad Show, Sale & Flea Market at Holiday Inn, I77 and Rockside Road from 10:00 a.m. to 5:00 p.m. Admission $1 per person or $3 family. Contact: Jim Madden, Railway Employees Association, P.O. Box 16489, Rocky River, OH 44116; 216/476-0456.

NEW HAVEN, CONNECTICUT, January 16 and March 13. New York, New Haven & Hartford Toy Train Meet at the Annex YMA Hall, 554 Woodward Ave. (I95 Exit 50) from 8:30 a.m. to 1:00 p.m. $3 pre-registration for men, $1 for women, children and seniors. Contact: Ludwig Spinelli, P.O. Box 5061, Bridgeport, CT 06610; 203/333-5186.

MALDEN, MASSACHUSETTES, February 6. "Rail-A-Rama" railroad show featuring model train displays, sales information movies on steam railroading, and door prizes. Summerside Lodge (former-B&M railroad depot), 53 Summer St., Malden, Mass., from 10:00 a.m. to 4:00 p.m. Contact: Mystic Valley Railway Society, P.O. Box 32, Mattapan, MA 02126; 617/361-4445.

SPOKANE, WASHINGTON, February 27. Seventh Annual Swap Meet hosted by Spokane Model Engineers at Sheraton Hotel from 10:00 a.m. to 4:00 p.m. Admission: $2 (kids under 12 free with adult). Contact: Art Shawen, W. 419 Sierra Way, Spokane, WA 99208; 509/466-7830.

FRANKLIN PARK, ILLINOIS, February 27. Second Annual Franklin Park Railroadiana Show at the American Legion Post 974, 9757 W. Pacific Ave. (two blocks west of Milwaukee Road depot). All railroadiana—no models! Admission $1, 6' tables $8.50 each. Contact: Joe or Steve Mazanek, P.O. Box 191, Franklin Park, IL 60131; 312/537-0891.

ST. LOUIS, MISSOURI, March 5-6. Bi-State Area Railroad Meet sponsored by Midwestern and Mid-Continent Regions NMRA at Rodeway Inn, 2600 Market St. Saturday activities feature clinics, speakers, movies, displays and swap meet. Sunday will have prototype tours of St. Louis area railroads. $9 in advance; $12 at door (group rates available). Swap tables $5 each. Contact: Lonnie Boster, 12457 Larkwood, Creve Coeur, MO 63141; 314/434-5980 (after 6:00 p.m.) or Kerry Doyle, 530 Norwood, Collinsville, IL 62234.

WILLIAMSPORT, PENNSYLVANIA, March 6. Whistle Stop Train Meet at Hepburnville Fire Hall, seven miles north of Williamsport, one mile off Rte. 15 on 973 East, from 9:00 a.m. to 4:00 p.m. Contact: Jim Stabley, 208 Beech St., South Williamsport, PA 17701; 717/323-8883.

CLARK, NEW JERSEY, March 20. "Train Bazaar '83" hosted by Jersey Central Chapter NRHS at Mother Seaton High School, Garden State Parkway Exit 135 at Clark Circle, 9:00 a.m. to 4:00 p.m. One of the biggest in the East with railroadiana, models, rail photos/slides, books and antiques for sale & swap plus free movies and slide shows, model demonstrations, door prizes and refreshments. Adults $2.50, kids under 12 free; family maximum $5. Contact: Jersey Central Railway Historical Society, P.O. Box 700, Clark, NJ 07066; 201/561-5225 (evenings).

NORTH HAVEN CONNECTICUT, April 29-30, May 1. New Haven R.R. Historical & Technical Association 21st Annual Train Show at the Ramada Inn, I91 Exit 12. Public welcome, nominal admission. Friday 7:00-11:00 p.m. slide show; Saturday 9:00 a.m.-4:00 p.m. dealers, films, model and photo contests, exhibits, 7:00 p.m. banquet, Sunday fan trip. For banquet and trip pre-registration, contact: Bob Wuchert Jr., 81 Montowese Tr., Wallingford, CT 06492; 203/269-4887 (evenings).

ORGANIZATIONAL NOTICES

ROLLING PRAIRIE RAILWAY & MUSEUM of Cedar Rapids, Iowa, is now accepting memberships. For details contact: Mark L. Dean, Rolling Prairie Railroad & Museum, P.O. Box 484, Cedar Rapids, IA 52406.

NARRAGANSETT BAY RAILWAY SOCIETY is a new independent rail organization that holds monthly meetings at Providence, R.I., and publishes a quality monthly newsletter on New England railroading. Annual dues are $10. For further information contact: Narragansett Bay Railway Society, 55 Masthead Drive, Apt. #12, Warwick, RI 02886.

SOUTHERN PACIFIC HISTORICAL & TECHNICAL SOCIETY was organized in February 1981 and has since grown to over 300 members. Its quarterly magazine, *Trainline*, is a very slick publication with good photo illustrations of current and historical SP information. Annual dues are $10 for regular members and $15 or more for contributing membership. Dues include four issues of *Trainline*. Contact: SPH&TS Membership Chairman, 218 Norton #6, Long Beach, CA 90805.

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THE RAILROAD BUCKLE CLUB wants you to help select three more streamlined steam engines like the one pictured here. We will produce a four buckle set of SOLID BRASS buckles depicting FAMOUS STREAMLINED STEAM. *C&EI ENGINE 1008 WAS THE ONLY ENGINE THE C&EI RAILROAD MADE INTO THIS TYPE.*

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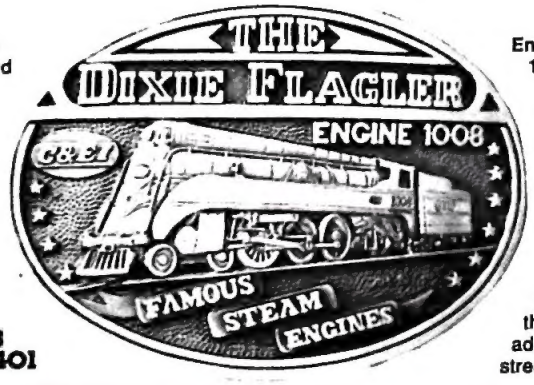

Entries must be received before January 30, 1983. The Three winning entrants will each receive one free SOLID BRASS buckle. All other entrants will receive a free railroad engine charm worth $1.50 so there will not be a single loser. In case of duplicate entries we will select the one with the earliest post mark. Sorry we cannot return the photographs. All buckles in set will be limited to 300 of each. Get your entry in soon.

The buckle at left sells for $15.00 post paid. If you buy more than two, they sell for $14.00 for third and subsequent buckles shipped to same address. We use UPS for delivery and need your street address or other specific directions.

Railroadiana

What's new?

Well, it's the Christmas season again, and we can't think of a better gift idea than a subscription to RAILFAN & RAILROAD—let's rephrase that a bit: "... we can't think of a better gift idea *for eight bucks* than a subscription to RAILFAN & RAILROAD." (I must confess, as I typed that first line, the images of a new Nikon, a 28mm lens and an HO scale brass ICRR 2-10-2 flashed through my mind.) You probably noticed that the cover price of the magazine has gone up to $1.75, but for the holiday season we're continuing to offer our regular and gift subscriptions at the old rate of $8.00 per year, $14.00 for two years and $20.00 for three years—that's a *savings* of $2.50, $7.00 and $11.50 respectively over individual-copy prices! You can use the enclosed gift card to have a gift subscription sent in your name, or you can subscribe or renew for yourself using the coupon on page 66. And you can now charge your own or gift subscriptions on your VISA or MasterCard.

With our coverage of Union Pacific's Challenger in this issue, it's interesting to note all of the products relating to this engine's travels that are already on the market. Videotapes are being offered of the 1982 Pocatello/Salt Lake City trips by no less than four different firms:

Video Rails, P.O. Box 80001, San Diego, CA 92138, has produced an hour-long "UP Steam Express" color Beta or VHS tape which includes cab ride and helicopter shots for $69.95 (VISA and MasterCard accepted, Cal. res. add 6% tax).

Sunday River Productions, P.O. Box 565, Concord, MA 01742, has three-part coverage of the 1982 runs available on VHS or Beta II tape, Super 8 color sound, and 16mm sound color film. Part 1 of "On the Point" (3985C) covers Cheyenne to Pocatello; Part 2 (3985D) goes from Pocatello through the Salt Lake City trips, and Part 3 (3985E) takes her home from Salt Lake City. The videocassettes are $34.95 each or $99.95 for all three, while the Super 8 films are $42.95 each for sound or all three for $119.95, and $34.40 each silent or $89.95 for all three (they'll take VISA or MasterCard and have a 24-hour toll-free number for orders 800/824-7888, except in Cal. where the number is 800/852-7777, operator 945; Mass. res. add 5% tax). Their illustrated catalog is $1.

WB Video Productions, 6447 S. Heritage Pl. W., Englewood, CO 80111, has a 58-minute color VHS or Beta II tape of the Cheyenne-Pocatello-SLC trips for $64.95. They also have a similar tape which includes the 1981 test run to LaSalle and Sacramento doubleheader with 8444 between Cheyenne and Ogden.

DeLuz Video, P.O. Box 1431, Fallbrook, CA 92028, has their hour-long "The Challenger Special" on VHS or Beta II in color for $59.95. Send for their free catalog for details.

The full Rock Island roster from 1930 to dissolution in 1980 is documented and illustrated by Lou Marre in *Rock Island Diesel Locomotives*, put out by the publishers of *Extra 2200 South*. The 148-page 8½"×11" softcover includes 39 color and over 300 black & white photos. It's available for $16.95 plus $1.75 shipping (and 93¢ tax for Ohio res.) from *Railfax Book Department*, P.O. Box 41417, Cincinnati, OH 45241.

John Signor has done a fascinating job of covering the Southern Pacific's Shasta Division and related logging and short line operations in northern California and southern Oregon in his *Rails in the Shadow of Mt. Shasta*, a new 262-page 8½"×11" hardcover book from *Howell-North Books*, 11175 Flintkote Ave., San Diego, CA 92121. He covers the history and steam and diesel era operations of the original Siskiyou line and the new route via Klamath Falls. There are lots of action photos, and the printing job is excellent. The price is $25.

The *Betty Bearcat Frequency Directory* will be of particular interest to anyone who has a programmable scanner, since in addition to railroads it has extensive police, fire, ambulance, public utilities and other radio users grouped by "listening areas" and then cross-referenced by frequency. It comes in two editions: Western U.S.A. and Eastern U.S.A. (divided at the Mississippi River), and each sells for $12.95 from *Electra Company*,

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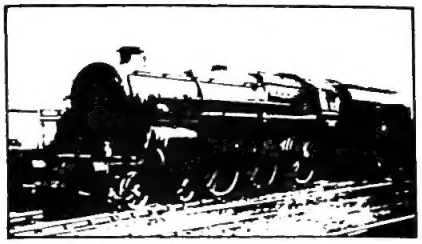

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P.O. Box 29243, Cumberland, IN 46229.

High Iron Along the Huron Shore by W. Neil Thornton, is a nicely done look at railroading and steamboat operations along Michigan's Lake Huron shore; the Detroit & Mackinac, by its size and location, receives particular attention. The photo reproduction is quite good, even on very old photos of marginal original quality. The 164-page 8½"×11" hardcover book is printed on enameled stock and sells for $20.00 from *Printer's Devil Press*, Box 85, Tawas City, MI 48763 (80¢ sales tax, $2.50 postage and handling).

The Colorado & Wyoming Ry. is the subject of Bill McKenzie's new 200-page hardcover *Mountains to Mill* from *MAC Publishing*, P.O. Box 7037, Dept. F, Colorado Springs, CO 80933-7037. The price is $32.95. It includes steam and diesel action on the road and in the mill at Pueblo.

Mal Ferrell has been busy again, and this time it's a beautiful 270-page hardcover *Southern Pacific Narrow Gauge* from *Pacific Fast Mail*, P.O. Box 57, Edmonds, WA 98020, for $32.50, which includes over 350 photos, maps, color plates, rosters and equipment plans. This classic three-foot line ran 4-6-0s into the late 1950s and a diesel until 1960, and it's doubtful that any narrow gauge line got better photo coverage.

Calendar Call

It makes you proud to be a railfan when you see the truly creative quality work some of our fellow enthusiasts are capable of doing. The *Westrail* 1983 Calendar has done it again, combining the best of the West's photographers with skilled layout work and excellent reproduction to produce another of the finest black & white calendars ever done. The oversize 22"×14" folded-out wall format calendar is printed on heavy coated stock and portrays one subject each month in a big photo accented by two to four smaller photos laid out with the easy-to-read calendar "block" and caption data. After you get past the SP&S Alcos on the cover, John Lucas kicks it off with Santa Fe hoods in the snow, followed by Ted Benson's WP hoods detouring over the SP's Altamont line. Then Thomas L. Taylor looks at the Oregon Trunk mixed with SP&S C415 and an RS3, and Steve Patterson pulls off one of the great "bits" of all time in his "Dance of the Vanishing Carriers" with a Rock Island freight passing beneath a Braniff 727 where the railroad ducks under a taxiway at Denver's Stapleton Airport. Other superb Western subjects and photographers fill out this calendar, including an impressive night shot and structure studies by Ted Bronson of the desolate Currie, Nev., on the Nevada Northern. The calendar sells for $7.95 from *Westrail Publications*, P.O. Box 300, Glendora, CA 91740.

Another fine black & white effort, similar in size and format, is the 22"×14" "Photographer's Railroad Calendar" from Darwin Publications, 850 N. Hollywood Way, Burbank, CA 91505. Excellent reproduction and heavy stock compliment the fine photography with each month having one primary subject photo and up to three accent photos. The calendar "block" takes up the entire bottom page of each opened-up spread, and significant rail/railfan historical events are noted on their appropriate dates. The subjects range from Pat Barry's steamy dawn shot of UP's 8444 and 3985 to Ron Hill's rendition of the classic CPR shot at Bow River. Jeff Brouws looks at SP commutes and FMs, Ed Delvers shows Japanese steam action, Dave Stanley pans CCT's RS1 and Wayne McCall bends a rubber Santa Fe U-boat around Tehachapi, along with other subjects including the Santa Maria Valley, Kennecott Copper, Milwaukee Little Joes, a hobo, SP's "Jawbone" and the Durango & Silverton. The price is $5.95 postpaid (Cal. Res. add 39¢ tax).

If you'd prefer to forgo today and wallow unashamedly in the past, you'll enjoy the "1983 Rio Grande Calendar" from the *Colorado Railroad Museum*, P.O. Box 10, Golden, CO 80402. This handsome black & white 18" × 12" folded-out wall calendar features action views of D&RGW standard and narrow gauge steam and diesels from such photographers as Dick Kindig, Bob Richardson and Otto Perry, along with two contemporary glimpses of the *Rio Grande Zephyr* by Ron Hill. Very good reproduction and heavy stock do justice to vintage views of 4-8-4s, 4-8-2s, a 4-6-2, 4-6-0 and 2-8-8-2 plus the CZ behind Fs in two schemes and Mike 478 on the Silverton mixed in 1942. The price is $5.00.

More steam action—plus KCS F3s and an Oklahoma Ry. interurban—by veteran photographer Preston George is nicely presented in the 1983 calendar from the *Central Oklahoma Railfan Club Ltd.*, 623 McFarland, Dept. CORC, Stillwater, OK 74074. His subjects include a Santa Fe 2-10-2, 4-6-2 and 4-4-2/4-6-2 doubleheader; Katy 2-6-0s, 2-8-2 and 4-6-0; Rock Island Mike and Pacific; Frisco 4-8-2 and 4-6-0; and a beautiful scene of a KO&G 2-10-2—all photographed in Okla-

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In 100 photos and 49 pages, this excellent softbound book provides capsule coverage of all the region's shortlines from the .9 mile Warwick Railway to its larger cousins such as the Providence & Worcester or Vermont Railway. A brief text documents key events of the decade while the accompanying photographs pleasantly accent the atmosphere in which these carriers operate. A fine buy!

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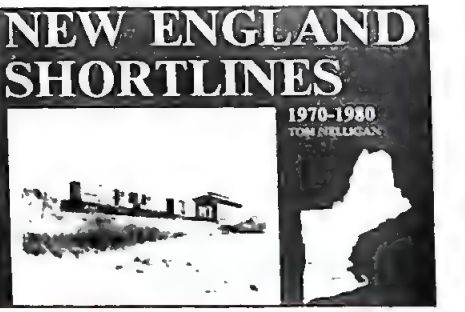

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homa. The action is great and the reproduction is good in this 11″×17″ wall calendar; price is $3.75 postpaid.

Rich, full-color photo reproduction on very heavy stock is featured in the "1983 New England Railroading Calendar" from *Mystic Valley Railway Society,* P.O. Box 32, Mattapan, MA 02126. This 10″×16″ folded-out calendar (using a plastic GEBCO binder) has full-color action views of a Steamtown doubleheader in the snow, a B&M wedge snowplow, MEC Geeps, MBTA F10 and F40PH commuters, CV Geeps, an Atlanta trolley at night at Branford Trolley Museum, Wolfeboro's Alco S3, Amtrak AEM7 and an F40 on LRC coaches, and a beautifully moody autumn shot of Claremont & Concord's 44-tonner by Fred Bailey—plus Conway Scenic's 0-6-0 and P&W's B23-7 on the covers. The price is $3.75 postpaid.

Back on the black & white side, the "1983 California Southern Railroad Calendar" from the *Orange Empire Railway Museum,* P.O. Box 221, Walnut, CA 91789, features good photo reproduction on a variety of steam-era scenes including an N&W Y6 on a short local by Bill Warden, a John Krause view of Tuskegee 2-6-2 101, a Grand River interurban, a big Wabash 2-8-2, a D&RGW K37 on the Farmington branch, a DL&W 4-6-2, SP 4-8-2 and GTW streamlined 4-8-4 on commuter trains, and a Crystal River & San Juan 2-6-0 on a mixed in 1941, plus static views of an NWP 4-6-0, AT&SF 4-4-2, GPR G3 4-6-2 and a Public Service of N.J. trolley. This 17″×11″ folded-out wall calendar sells for $3.75 (Cal. res. add sales tax).

Union Pacific E-units in color adorn the cover of the "1983 Inland Empire Calendar," while the inside features black & white views of the NP Parkwater Shops in 1939, GN FTs on passenger, NP 4-4-0 68 after restoration in 1952, UP Pacific 3224 at Wallace, Idaho, BN Fs, an NP 4-6-6-4, UP and CP units on the Spokane International, a Milwaukee 2-6-6-2, SP&S C424s, an SI Mike and one slightly-soft view of EMD FT demonstrator set 103 at Pasco in 1940, among others. The photo reproduction is good on this 17″×11″ folded-out wall calendar which sells for $4.00 postpaid from the *Inland Empire Railway Historical Society,* P.O. Box 5334, Spokane, WA 99205.

Chesapeake & Ohio action is nicely presented with very good photo reproduction in the "C&O Calendar—1983" from the *C&O Historical Society.* Included are action views of a 2-8-4, 2-6-6-2, Greenbrier, Allegheny, 4-4-2, Hudson, 2-8-0 and a Pere Marquette Mike and Pacific, along with an engine terminal scene with a 2-10-4, a roster view of a Hocking Valley 2-8-0, a roundhouse interior shot and diesel action with a Pere Marquette E7 and three E8s on the *Sportsman.* The price is $3.50 postpaid (Ohio res. add 5% tax) from *1983 C&O Calendar,* Dept. 19, 2610 McDaniel Court, Grove City, OH 43123.

With photo reproduction ranging from fair to good, the *Ann Arbor Technical & Historical Association,* P.O. Box 51, Chesaning, MI 48616, presents a dozen historic views of the AA covering such subjects as Alco S3 switcher 10, an Atlantic in the hole for a highballing Mike on freight, a pair of FAs, another 4-4-2, and a 2-8-0 on the Ann Arbor bridge, plus some World War I-era scenes of a wooden caboose on a winter coal train and a passenger train at Marion, Mi., and even earlier views of AA carferry No.1 and TAA&NM 4-4-0s in the Copemish engine terminal circa 1890. The 17″×11″ folded-out wall calendar sells for $5.00 postpaid.

Traction Publications by Joe L. Diaz

THE CLEVELAND SOUTHWESTERN & COLUMBUS RAILWAY COMPANY, The Southwestern Lines, compiled by Jeffrey R. Brashares. This 100-page, 8½″ × 11″ softbound, illustrated book deals with the history and formation of the early electric railways serving the Elyria-Oberlin-Norwalk-Wellington- Lorain- Amherst- Berea- Medina-Wooster-Ashland-Mansfield-Crestline-Galion and Bucyrus area. In addition to the history and development of the lines which formed The Southwestern, there are over 175 photographs presented, and numerous scenes include the crews and railway people. While generally of good interest, many of the photographs are vintage and have been difficult to reproduce, a task that was beyond the printer in some instances.

While there is much of interest herein, a more detailed equipment roster along with a good track/route map would have enhanced this volume greatly. It's priced at $14.95 from *Ohio Interurban Memories, Inc.,* 8395 Evangeline Drive, Worthington, OH 43085.

GALVESTON-HOUSTON ELECTRIC RAILWAY by Herb Woods. This 85-page, 8½″ × 11″ softbound is the new 1982 printing of *Interurban's Special No. 22,* first published in 1959. The G-H Electric Railway operated fast award-winning trains that were acclaimed for both their speed and beauty. With over 85 photographs, we are afforded

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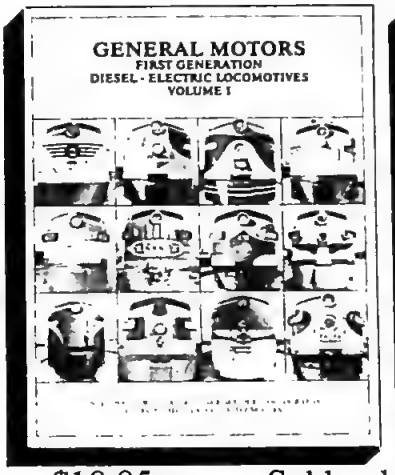

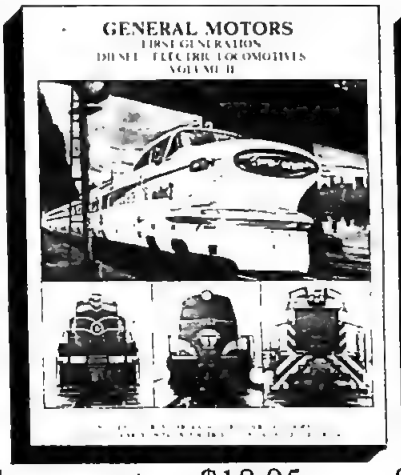

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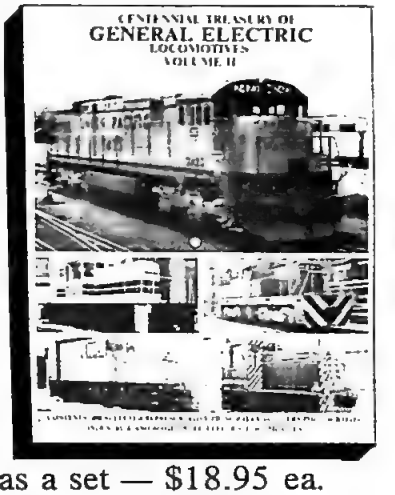

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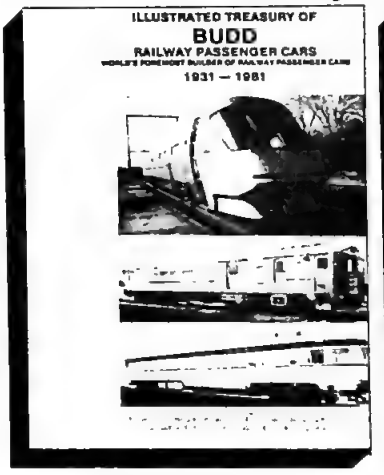

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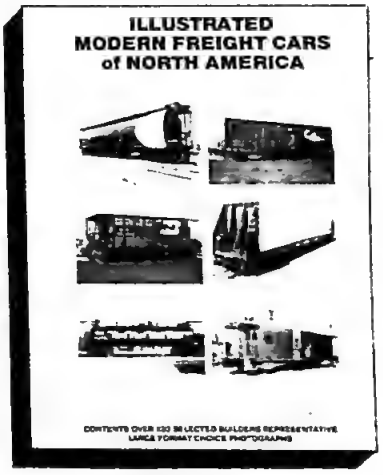

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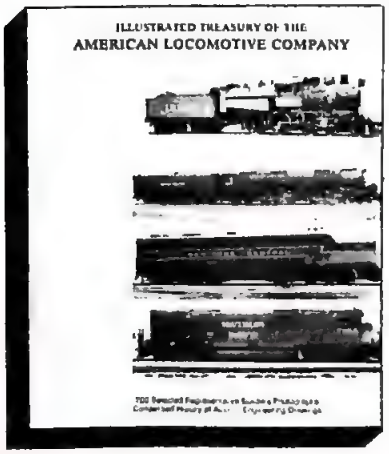

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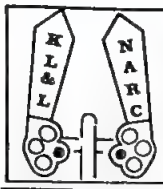

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In addition to a fold-out employees' timetable, there are numerous reproductions of tickets, train orders, timetables, maps and advertising material. Photographic reproduction is good. This is an attractive book about an interesting interurban line at a most reasonable price: $8.00 plus $1.10 postage from *Interurban Press*, P. O. Box 6444, Glendale, CA 91205.

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The author enjoyed a lifelong love affair with the Peter Witts and presents an interesting and attractive story illustrated with over 125 photographs, the majority of which are well presented and reproduced. In a brief chapter he explores the life and times of the man, Peter Witt, the Cleveland Traction Commissioner who originated the design which bears his name.

This is an attractive book, well done by a little-known Canadian publisher. We recommend it. Available at $19.95 from *The Boston Mills Press*, 98 Main Street, Erin, Ontario NOB 1TO, Canada.

FORMATION AND HISTORY OF THE CONNECTICUT COMPANY, Second Edition, by R. Patrick Stanford. This is a 136-page, 8½" × 11", spiral-bound book which details the origins and operations of the Connecticut Co. from its beginnings as the Thomaston Tramway Co. and control by the New York, New Haven & Hartford Railroad Co. A general history outlines the formation of this vast system, which operated in all the major cities in Connecticut, comprising nine street railway operating divisions. A chronological outline history of the individual divisions comprises over 40 pages, and there are detailed trackage maps of the street railway division. Unfortunately, the author has included only a few small photographs of the company's large and very interesting roster of cars. There are 37 pages devoted to the passenger and service car roster, which details the equipment numbering and operating

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assignment. Builder, date, body type and disposition where known, are the only details given. The book additionally includes a like amount of information covering the motor bus operations of the company. It is priced at $13.50 from *R. Patrick Stanford*, 369 Eddy Glover Blvd., New Britain, CT 06053.

Book reviews

Great Railway Journeys of the World by Michael Frayn, Ludovic Kennedy, Miles Kington, Michael Palin, Eric Robson, Brian Thompson and Michael Wood, published by E.P. Dutton, 2 Park Avenue, New York, NY 10016. 182 6"×9" pages, hardbound. Available from bookstores or by credit card from 800/962/1036 (800/962-2523 in Arizona). $14.95 plus 10% postage and handling.

By now most of you have probably at least heard about the PBS television series *Great Railway Journeys of the World* which was shown at varying times this past summer in most areas of the U.S. Each of the seven hour-long TV shows featured a railway journey narrated by a different British journalistic, literary or entertainment personality, giving each show a style and approach all its own. This book is the companion piece to the TV production, and in it each of the featured personalities writes his own chapter about the journey he made. As with the TV series, each chapter has its own style.

The journeys covered are: (1) India, by novelist and playwright Brian Thompson going from Bombay to Cochin and observing the remnants of "The Raj" (colonial British rule), the Indian people and the trains, with passing reference to steam power. (2) South Africa to Rhodesia by historian Michael Wood covering the *Blue Train* and a fine variety of steam-powered trains retracing Cecil Rhodes' railway empire of the 1890s from Cape Town to Rhodesia (the TV show of this was probably the very best from the railfan viewpoint for its extensive action sequences of a 2-8-4 climbing into the hills and double-headed 4-8-4s on the De Aar-Kimberley main line with magnificent sight and sound). (3) Australia, by novelist and playwright Michael Frayn, featuring a diesel train across "The Long Straight" and a mixed-train side trip to, literally, the Middle of Nowhere. (4) The U.S.A., with author and TV personality Ludovic Kennedy riding Amtrak's *Broadway* and *San Francisco Zephyr*, including an interview with Rogers E.M. Whitaker aboard George Pins private car PENNSYLVANIA 120. (5) South America, with musician and journalist Miles Kington riding steam trains "Three Miles High" into the Andes (also one of the better of the TV shows, for obvious reasons) and winding up in the middle of a Bolivian revolution aboard a broken-down motor car (6) Britain, from London to the tip of Scotland, in "Confessions of a Train-Spotter" by Monty Python comedian Michael Palin aboard diesel and electric trains with numerous steam-preservation side-trips. (7) Europe, with journalist Eric Robson enjoying the variety from French TGVs to Austrian steam traveling from Paris through Switzerland and Austria to Budapest.

While some of the book chapters follow the

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TV story-line closely, others tend to cover the same journeys with a substantially different outlook. The photos in the book are minimal, so the story is in the reading, as in contrast to the TV production with its heavy emphasis on the visuals. The South Africa piece is notable here, for the intense railfan-oriented emphasis on the big steam power that is so stunning on the screen is almost absent from otherwise interesting written account. By contrast, Michael Palin's "Confessions of a Train-Spotter" is probably the most entertaining and funny piece of literature ever penned about railfanning and is worth the price of the book in and of itself.

The only chapter/show that seems to be seriously flawed is Ludovic Kennedy's journey across America, as he shows a fundamental lack of understanding of American railroading and the political and practical realities of Amtrak. He attributes Amtrak's beginnings to a time when "the big railroad companies began to go bankrupt one by one," complains that the "ancient" equipment (citing a 50-year-old GGI) and railroad-rather-than-Amtrak-owned lines cause chronic tardiness, and effectively abandons the Union Pacific east of Cheyenne as an explanation for routing the *Zephyr* via Denver.

But that one disappointing chapter is more than made up for by Palin's sparkling wit, and I doubt that there's a railfan alive who won't relate to his delightful "Confessions." As the editor points out in the introduction to this book, it is written more for the one who enjoys train travel than for the railfan/train-spotter, but for the very modest price, this book is a "must" for any railfan library—J.B.

The Challenger Locomotives, by Wm. V. Kratville, published by Kratville Publications, 2566 Farnam Street, Omaha, NE 68131. 144 8½"×11" pages, hardbound. $28.50.

If you've seen UP's 3985 in action—or even wished you could—then you should have this book. It will give you a whole new appreciation for what has become the "World's Largest Locomotive" still under steam (the numerous UP Big Boys that have been preserved, of course, still hold title to the largest "in existence"). In this book with heavy coated paper and crisp photo reproduction, Bill Kratville documents the history of the 4-6-6-4 design on the Union Pacific from the rather awkward-looking original Challengers designed by Alco and UP's General Mechanical Engineer A.H. Fetters to the regal aristocrats created by Otto Jabelmann and his UP Bureau of Research. Very extensive use is made of UP mechanical photos and Alco builders photos—not just the formal portraits, but fascinating detail photos of the locomotives under construction, from stark images of the backhead fully adorned but the cab not yet in place to the unexpected strangeness of a lead engine unit all by itself. There are pages upon pages of detail photos of appliances, running gear and the like, nicely interspersed with roster views and action photos. The photo reproduction is generally excellent, although a few pictures suf-

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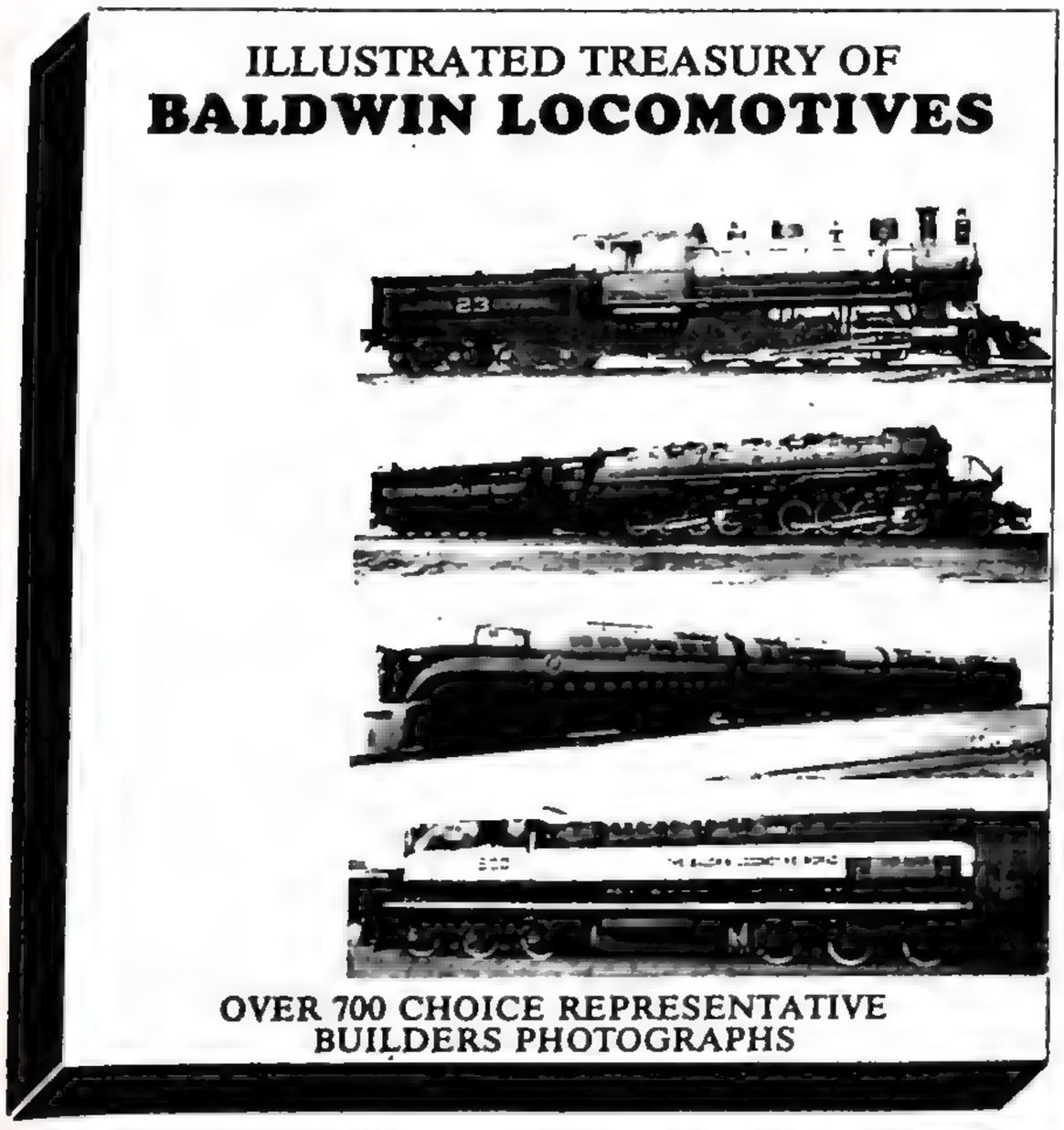

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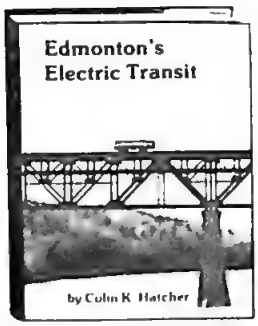

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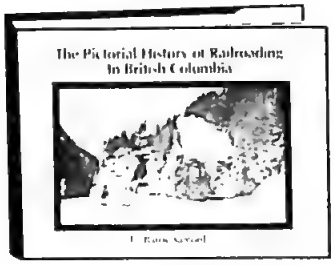

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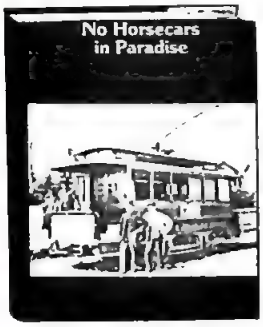

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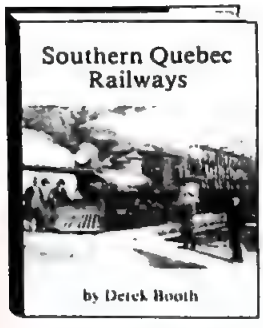

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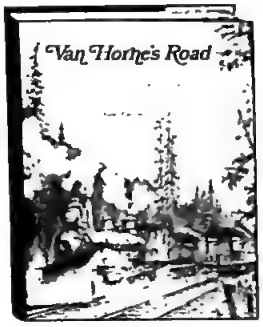

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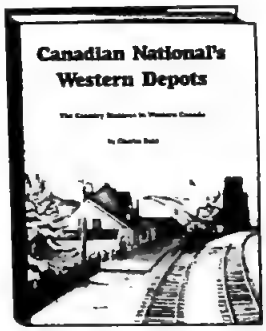

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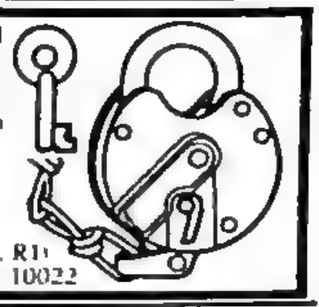

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A CBER book

fer from crookedness or inexact cropping which lops off an occasional pilot. The error rate is low, however, and most of the photos are laid out large enough to be useful and rewarding.

In his chapters, Kratville examines each of the individual orders which resulted in the fleet of 105 4-6-6-4s. The reading tends to be a bit technical and assumes a certain degree of steam knowledge on the part of the reader, although the text moves right along and never really gets bogged down in excessive detail. If you know your way around steam, you will find his descriptions interesting and meaty. Also, reprinted verbatim including photographs are two articles from *Railway Age* of 1936 and 1942 outlining the mechanical details of both the original and Jabelmann Challengers.

Additional chapters describe operations, assignments, performance and modifications to the basic groups, along with photos and documentation of such variations as the two-tone gray passenger colors and elephant-ear smoke deflectors. Anticipating some of the problems experienced by the 3985 and her penchant for incinerating the surrounding landscape with hot cinders, Kratville notes that such was a continuing problem with the Jabelmann coal-burners to the point that a few were even equipped with water-spraying devices on their tenders to shower the train and right-of-way as they passed.

If there's anything missing from this book, it would be an engine-by-engine roster, since many of the engines were modified and renumbered—*you* try to figure out the 3700/3800/3900 oil/coal renumbering pattern! He does give the specific engine numbers when discussing modifications, however, so most of the information is probably there if you care to dig it out. As near as I can tell, the 3985 has been a coal-burner for her entire career and never got smoke deflectors or passenger colors—there's an action shot of her in 1956, incidentally, and just a hint of her resurrection on the last page.

This book is the third in Kratville's series on the UP's big locomotives that began with his similar treatment of *Big Boy* of 1963 and more recently *The Mighty 800* (both of which are still available at $14.50 and $19.95 respectively). It's an interesting book on a series of engines that has become surprisingly and delightfully newsworthy of late—J.B.

D-Day on the Western Pacific, by Virgil Staff, published by Interurban Press, P.O. Box 6444, Glendale, CA 91205. Hardbound, 224 8½×11" pages, $29.95.

Let me say right up front that this is a valuable and fascinating book which is "must" reading for any serious diesel fan. This is not a Western Pacific picture book, although the photos are of overall very high quality and are reproduced extremely well. Rather, this is an inside look at how a railroad handles its locomotives. And the Western Pacific is just the right size of a railroad to examine without becoming overwhelmed. This is truly a book to *read*, not just look at.

The book picks up the WP motive power story in 1939, as the first diesel comes on the property—an EMC SW1. Shortly thereafter the FT demonstrator 103 tours the road and the author uses it as an opportunity to describe the WP steam power and compare it to the A-B-B-A's performance. Then comes World War II and the choice between buying ten UP-design Big Boys or five sets of FTs, and the diesel's die is cast on the WP.

The subsequent story of the dieselization of the WP is described in great detail, very often in the words of the men who had to make the decisions—and "dieselization" includes such interesting side aspects as the WP's pair of RDCs and its tugboats and carfloats.

The book does have its flaws, however. While Author Staff had access to incredible amounts of sheer data and to the people who lived and worked with it, he often draws a blank at critical points. He all-too-often lets the data speak for itself, and frequently that data is substantially less than eloquent. He will throw in reams of statistics on a locomotive's pistons, generators and traction motors in the middle of a discussion of operating philosophy or utilization, and the reader has

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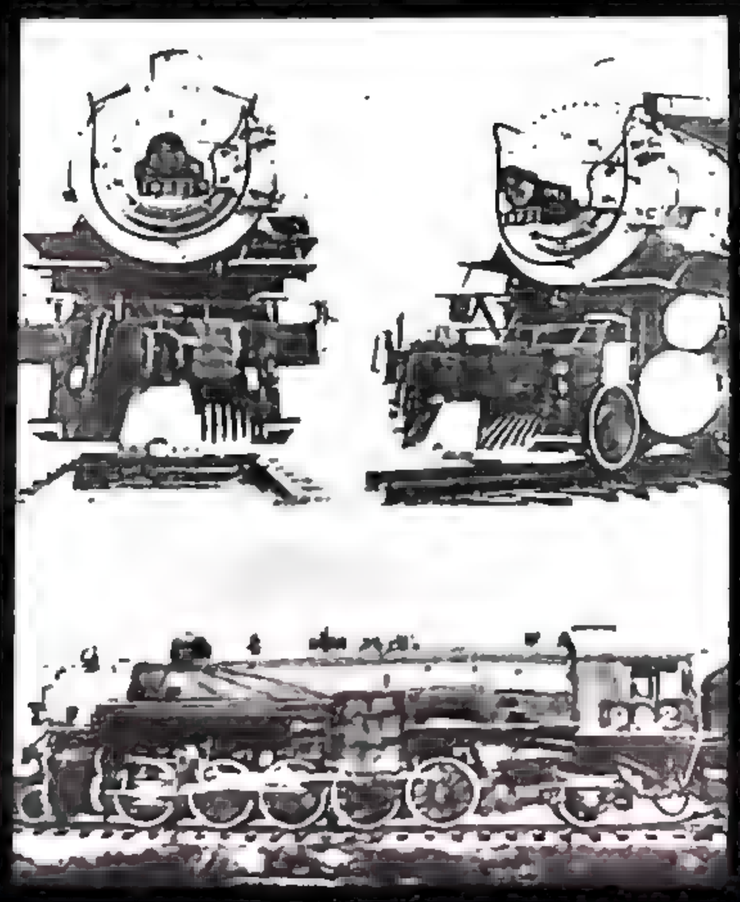


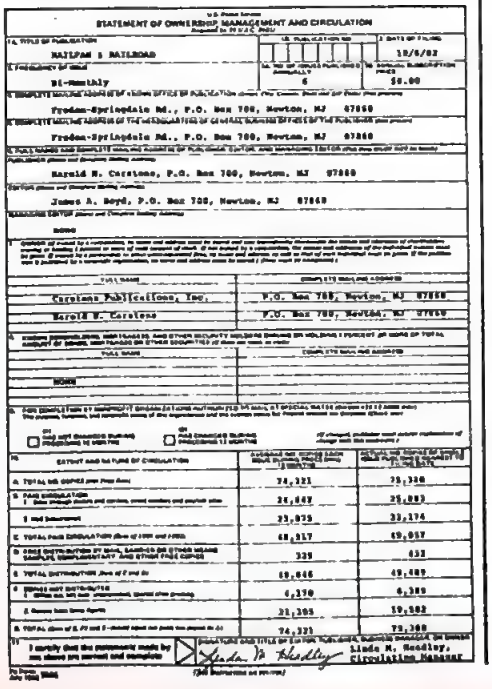
to cling by his fingernails to keep from losing the train of thought. This is a particular problem when he gets to describing performance data and test runs wherein he relates all the data for each run rather than selectively comparing the one or two points of relevant statistics.

And you have to memorize the WP roster as you go, as he invariably rattles off "904-class" or "751-class" instead of following up with the more understandable "second order of FTs" or "first batch of U30Bs." In the instance of a couple of demonstrators, Baldwin's 1501 and FM's 1503, he never does identify specifically what those units were (a quick check of *Extra 2200 South* reveals the Baldwin to have been DRS6-4-1500 1501, while further research fails to reveal any 1500-h.p. FM numbered 1503 in May 1949, although a Long Island 1503 showed up a year later).

If this book has a weakness, it is that in spite of all of the statistical data and thorough documentation of all sorts of things from tonnage tests to locomotive utilization and changeable headlight lenses, there are often abrupt and unexplained jumps in the very heart of the story he is trying to tell. My own particular question—"With an FT-era EMD man in charge of the motive department shying away from any four-cycle power on the basis of maintenance and spare parts expenses even after numerous Alco and GE demonstrations, why did they finally order the U30Bs?"—is never really answered. He just jumps in one sentence from SD45 demonstrators to the U30Bs arriving.

But much of this is nit-picking; 10% gripes in a book of 90% new and different material. The layout and reproduction in the book are clean, bright and refreshing, and the photos alone—including some very nice steam shots—are almost worth the cover price. And Larry Fisher's cover painting of the "Fabulous Four" final F7s is a real delight.

The author's inside look at the railroad and its management is the story here, though. It's fascinating to watch the railroad grow through its drag era mentality into more contemporary operating philosophies and the resulting changes on the motive power and



STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

1A. TITLE OF PUBLICATION: RAILFAN & RAILROAD		10/6/82
B. FREQUENCY OF ISSUE: Bi-Monthly	6	$6.00

C. COMPLETE MAILING ADDRESS OF KNOWN OFFICE OF PUBLICATION: Prudon-Springdale Rd., P.O. Box 700, Newton, NJ 07860

D. COMPLETE MAILING ADDRESS OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHER: Prudon-Springdale Rd., P.O. Box 700, Newton, NJ 07860

E. FULL NAMES AND COMPLETE MAILING ADDRESS OF PUBLISHER, EDITOR, AND MANAGING EDITOR: Publisher: Harold H. Carstens, P.O. Box 700, Newton, NJ 07860. Editor: James A. Boyd, P.O. Box 700, Newton, NJ 07860. Managing Editor: NONE

F. OWNER: Carstens Publications, Inc. — P.O. Box 700, Newton, NJ 07860; Harold H. Carstens — P.O. Box 700, Newton, NJ 07860

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B. PAID CIRCULATION 1. Sales through dealers and carriers, street vendors and counter sales	24,647	25,083
2. Mail Subscription	23,970	23,174
C. TOTAL PAID CIRCULATION (Sum of 1081 and 1082)	48,617	48,057
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physical plant. In this day of five or six second-generation hoods on a typical freight, it's hard to comprehend what a major policy decision it was back in FT days to consider adding a fifth unit to road consists and what effect it would have on cost and utilization figures.

Some of the technical details he gets into are quite intriguing, as well, such as how one GP40 leading a three-unit GE U33B demonstrator set could lug uphill cool as a cucumber thanks to EMD's power limiting device while the three GEs exerted themselves into short-time ratings and smoked their traction motors. A full compliment of rosters and maps gives a good statistical foundation for the text; ironically, while the diesel rosters of subsidiaries Sacramento Northern and Tidewater Southern are included, the two lines are almost totally ignored in the text.

This is a worthwhile effort and a refreshing departure from the typical railroad or motive power book. It certainly merits the attention of any diesel fan—J.B.

Product review

Replica semaphores by Railway Treasure Reproductions, 1606 W. Third St., Dixon, IL 61021.

There's probably no piece of railroadiana that brings back the image of the steam era more than a colorful semaphore signal. However, as anyone who has ever encountered first-hand a real semaphore can attest, they have a couple of major drawbacks when it comes to their use as a wall decoration: they're *heavy*, and when you include the motor, mast and mechanism, they're also *huge*. Well, Mike McBride of Railway Treasure Reproductions has taken the essence of the real semaphore and reproduced it full size as a very effective decorator item by rendering it in wood instead of cast metal, and the end result is an impressive piece of railroadiana suitable for indoor or outdoor display.

The two parts that Mike has chosen to reproduce are the "spectacle" and "blade," which together form the "semaphore" portion of the signal. The spectacle on the real signal is invariably a very heavy metal casting that includes the openings for the red, yellow and green colored roundels for the signal light and mounting brackets for the blade. The blade is usually much lighter in weight and made of shaped sheet metal. The RTR replicas have the spectacle made of plywood laminated and milled to duplicate in full scale the prominent details of the original metal casting. No attempt is made to duplicate the cast metal surface texture other than a grain-concealing coat of flat black paint. The blade is high quality pine, neatly painted. The spectacle includes three plastic roundels which are authentic stock items from the manufacturer which supplies them to railroads today—and don't let that blue color of the "green" lens fool you, add a warm yellow light behind it as on a prototype signal, and it will appear a vibrant green.

With the RTR semaphores, you can create the type of signal you prefer since he offers two styles of spectacles and four styles of blades, all of which are interchangeable. The two spectacles are upper quadrant or lower quadrant, and the blades are square end, fishtail, pointed end and round end. (The square end is used for block and interlocking home signals, the fishtail for block and interlocking distant signals, the pointed for automatic block home signals or train order signals, and the round end for train order signals, block signals or special rules interlocking signals.) RTR supplies the blades in red with white stripe or yellow with black stripe, and the spectacles in flat black. The spectacles measure a little over three feet overall with the blades about four feet each; assembled, our sample spanned 6½ feet overall with a weight of 12 lb. 14 oz.

The RTR semaphores are based on General Railway Signal Company prototypes dating back to the turn of the century. These reproductions are colorful and attractive in overall appearance and are sold as decorator items. They would make a handsome addition to any railfan's den or library or to the modeler's train room—ideal Christmas gifts, too. The full set of spectacle (with three colored lenses) and blade sells for $74.95 plus $3.50 shipping.

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Greg Nazarow

At age 21, Greg Nazarow is one of our youngest feature authors—and that's more than a little remarkable when you consider that his subject is a steam locomotive! A native of Massachusetts, Greg is presently a senior at Tufts University in Medford, Mass., majoring in Mechanical Engineering. He hopes to find employment in a railroad mechanical or operating department upon graduation. Meanwhile, the busy B&M/MBTA commuter line can be easily viewed from the main engineering building, and professors often have to complete for attention with an F10 trailing de-powered RDCs. Greg held a summer job assisting U.S. DOT researchers on railroad track structure projects, and it was an interesting introduction to possible future employment.

His interest in railroading began with a model train set at age ten, and in his teens he became a "full-fledged model railroader." Railfanning provided an opportunity to combine other interests of photography and travel, especially after investing in a good camera—a Nikon FM—in 1978. As he states, "My interest and activities involving railroading have increased almost exponentially, and in my travels I have also been fortunate enough to have met some fine and knowledgeable folks who share my interests." The UP, Rio Grande and Santa Fe are his "favorite" roads, along with the long-gone Colorado narrow guage lines, and he notes that although he has lived all his life in Massachusetts, his photo coverage of the West is much more extensive than his coverage of the Northeast.

Greg's relationship with UP's 3985 began when friend Allan Pommer strolled into the hobby shop where Greg was working part time and mentioned that he was going to the steam gathering at Sacramento Railfair '81. Greg went along and made a substantial contribution to R&R's coverage of that event. It turns out that Allan Pommer was a good friend of UP steam authority Jim Ehernberger, who gave Greg an inside introduction to the 3985 project. When the Challenger was scheduled to roll in 1982, Greg was determined to be there, and the feature in this issue was the result.

Greg's interest in railroading is becoming multifaceted as he pursues the "hobby" fan/photographer/collector aspects while planning a serious career in the "business" side of the industry. This can be an interesting if delicate situation, because as he observes of railfanning and railroading, "... the two are often mutually exclusive."

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Railnews

WHITE PASS SHUTS DOWN The narrow gauge White Pass & Yukon Railway suspended its rail operations on October 8, 1982, due to the closing of a number of large mines in the Yukon Territory which were the line's primary shippers. The depressed prices of metals on the world market forced the shut-down of the WP&Y's two biggest customers: United Kenyo Mines Ltd., which had produced large shipments of silver, lead and zinc; and Cyprus Anvil, one of the largest zinc/lead mines in the world. The poor state of the economy also brought about a drop in asbestos shipments, and there's talk of at least one other mine closing by Thanksgiving.

With its rail operations presently shut down, the WP&Y is bringing its containerized freight in by ship from Vancouver to the port of Haines (some 15 miles south of Skagway) where there is a road connection to the Alaska Highway and the containers can be trucked northward.

Plans call for the resumption of rail service on May 1, 1983, which coincides with the start of the busy passenger season for the railroad. Last year's passenger total reached over 55,000 people, and in 1983 they hope to increase that to 75,000. In an effort to boost its ridership, the WP&Y is planning to double the number of steam-powered trips from the eight of 1982 to 16 in 1983. Plans are also in the works to run the steam engine on the Fraser excursion trains which operate in conjunction with the cruise ships that frequent Skagway harbor—CHRIS D'AMATO

GOODBYE FAMILY LINES The CSX Corporation has announced plans to merge its SCL, L&N, Clinchfield and Georgia/WofA/A&WP lines into a new company to be called the Seaboard System Railroad, Inc., with the name "Family Lines Rail System" to be discontinued. The changeover is expected to take place on January 1, 1983, and a new basically-gray paint scheme with a red and yellow double "S" herald has reportedly been designed.

NORFOLK & WESTERN Streamlined "J" 611, removed October 16, 1981, from the Roanoke Transport Museum, was given a complete overhaul by Bill Purdie's Southern Railway steam shop in Birmingham, Ala., and emerged resplendent in authentic N&W gloss black, tuscan and gold in mid-August 1982. On August 15 she made a light run to Chattanooga and returned the next day with a 37-car freight, passing the test runs with flying colors. On Friday, August 20, teamed up for the first time with her own canteen (an L&N "Emma" 2-8-4 tender with the coal bunker removed) tastefully painted to match her tender, the J departed Birmingham for Atlanta with an eight-car train of matching N&W Tuscan, gold and black cars, continuing northward on SR via Spencer, N.C., to Lynchburg, Va., where five more matching coaches were added to the train. The 611 then entered N&W track for the first time, easily crested Blue Ridge with the 13-car train and made her triumphant return "home" to Roanoke. Railfans will be interested to note that Norfolk Southern Chairman Robert B. Claytor and his older brother, Amtrak President W. Graham Claytor, Jr., had spent most of the preceeding three days in the cab, and each had considerable throttle time.

The 611 made her public excursion debut over the Labor Day weekend with a trip to Norfolk and back on Saturday and Sunday followed by a run up the Southern to Alexandria on Labor Day Monday, September 6. The engine had her first public embarrassment in Norfolk Sunday morning when she could not be turned around due to tight spots in the balloon loop track, the turntable lead and the Portlock wye. The passenger consist was dispatched to Roanoke behind two C30-7s, while the J followed an hour later being dragged backwards behind another C30-7 with a 25-m.p.h. speed restriction (it wasn't a good day for those GEs, either, as problems with one caused an SD45 and SD40-2 to take over the passenger train at Crewe, while the 8072 with the J came a cropper near Suffolk and had to be rescued by another SD45 hijacked off an eastbound coal train).

Everything was proper for the Labor Day run to Alexandria, however, and the J made a fine sight conquering the eastbound Blue Ridge grade at 35 m.p.h. with the 15-car train. The following week the 611 headed an executive business special bound for the Greenbrier Hotel as far south as Charlottesville and then made some special photo runs south of there for a *National Geographic* crew. A series of excursions on the east end of the N&W was set for the remainder of 1982.

THE TIDEWATER ALCOS While the passenger train with the N&W 611 paused at Norfolk over the Labor Day weekend, the crowd was entertained by a fine Alco show of N&W C630s and two RSD12s plus a whole flock of T6s working the Lamberts Point Yard adjacent to the depot. Contrary to what was reported in the November '82 R&R, the four RSD12s have not been overhauled but simply cleaned up and repainted. The 251 and 252 sounded very healthy, however. An N&W official acknowledged, though, that no Alcos other than the C630s will get overhauled in the future.

PUFFERBILLY DAYS The Chicago & North Western borrowed R-1 4-6-0 1385 again from the Mid-Continent Railway Museum and dispatched it to Boone, Iowa, for that community's annual "Pufferbilly Days" celebration on September 11. The 4-6-0 made three sold-out trips totalling 3500 tickets from Boone westward on the C&NW main line to the Kate Shelley High Bridge, named after the heroine of the Honey Creek washout on the bridge on the old line a few miles south of there.

The railroad is extremely pleased with the public response to its steam ventures and has worked out an agreement with the museum to overhaul the engine in Green Bay this winter and bring it up to full FRA standards for continuing operation on C&NW specials. See MARKERS for more 1385 coverage.

THE *REAL PEOPLE EXPRESS* In late July 1982 the producers of the television show "Real People" put together a 15-car Amtrak special which was run from California to Chicago with numerous stops en route to film the crowds greeting the TV show's personalities. The program, broadcast as the season-opener in September in two parts, featured a lot of photography of the train along with the show's typically sophomoric humor.

CHESSIE DONATION Declaring "I am a dedicated railfan," CSX Chairman Hays T. Watkins announced a grant of $11,000 from the Chessie System Railroads to the C&O Historical Society's newly opened archival facility at Christopher Newport College in Newport News, Va. Watkins remarks were made at the C&O Historical Society's annual convention on July 10 in Richmond, and C&OHS President Tom Dixon promised to "spend the money wisely for the benefit of historical research."

Chairman Watkins observed that history and the future go together and said that within five years we will see the beginning of what C&O founder Collis P. Huntington sought to create: a true transcontinental railway system. Watkins said he could not reveal which of today's railroads would be part of the system, but he told the audience to remember "you heard it here first."

THE MILWAUKEE ROAD The Minnesota Transportation Museum's Northern Pacific 4-6-0 328 ran the Milwaukee Road's Austin line from Minneapolis to Northfield, Minn., on September 10 and then performed a full weekend of 12-mile roundtrip excursions out of Northfield for the "Defeat of Jesse James Days" celebrations (the same weekend that the C&NW 4-6-0 was performing similar duties not too far away in Boone, Iowa). A mail crane was erected at Dundas, and souvenir mail was picked up by the steam train "on the fly" and sorted and cancelled en route in the MTM's rare NP "triple-combine" RPO car. The train returned to Minneapolis on the Milwaukee Road on Monday, September 13.

SP SELLS "SPRINT" The cash-strapped Southern Pacific took a major step towards reinforcing the health of its railroad properties by agreeing to sell its communications and satellite subsidiaries—most notably, the "Sprint" long-distance nation-wide telephone system—to GTE Corp. for approximately $750 million.

HISTORIC RED CLAY VALLEY The folks at the Wilmington & Western museum and tourist railroad at Wilmington, Del., have acquired some new pieces of equipment: three 0-6-0s and a *big* tender. One of the 0-6-0s is former-PRR B6sa 60, a Juniata product of 1930 and unusual in *not* having a Belpaire boiler; it came from the Iliamna Co. in Cheswick, Pa., where it could be glimpsed for years from the Turnpike bridge and under the B&LE high bridge. Another 0-6-0 is the big former-CNJ 113 from the Reading Anthracite Coal breaker at Locust Summit, Pa. The 1923 Alco was sold by the CNJ

DALE DIACONT

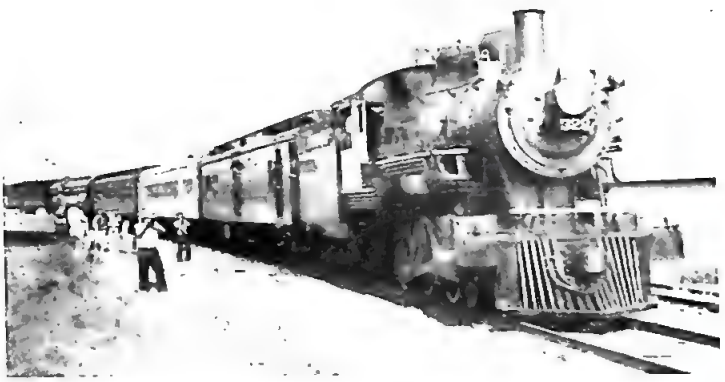
RORY PETERSON

NORFOLK & WESTERN streamlined J 4-8-4 611 was northbound on the Southern at Smothers, Va., August 22 headed for home track at Lynchburg. That afternoon she returned to a grand welcome "back home" in Roanoke.

ROGER K. MUELLER

PUFFERBILLY DAYS at Boone, Iowa, on September 11, 1982, found C&NW's R-1 4-6-0 1385 running over the Kate Shelley High Bridge.

JIM GRAY



THE MILWAUKEE ROAD hosted steam on September 10-13 as MTM's NP 4-6-0 328 ran numerous excursions—including a working RPO combine—for Northfield's "Defeat of Jesse James Days." This run was September 11.

NATIONAL RAILWAYS OF MEXICO is getting 39 E60 freight electrics from GE at Erie, Pa. One of the first three was testing in September.

WAYNE BRIDGES

THE *REAL PEOPLE EXPRESS* had its 15 cars and three F40PHs running as second section of the *Inter-American* at McLean, Ill., on July 28, 1982.

Railnews

to Philadelphia & Reading Coal & Iron in May 1953 and has been derelict at the Locust Summit site for many years. The tender that they acquired is the huge PRR "Coast-to-Coast" 16-wheel monster (used behind 4-8-2s and 2-10-0s) that has been used as a fuel oil tank and diesel sand facility at the old PRR coaling tower in Hagerstown, Md. They will also be acquiring the ex-NYC 0-6-0 that has been stored near the WM roundhouse in Hagerstown. The W&W has now restored CPR Royal Hudson 2839 to operable condition and expects to be running her on special trips in 1983.

STEAMTOWN MOVING? The rumors have been flying again about the possibility of Steamtown moving from its Bellows Falls, Vermont, location. While there have been a number of serious proposals made to Steamtown by various cities who would welcome a move, and the Steamtown management has authorized "consideration" of such proposals, there has been no commitment made to move. Recent newspaper reports of the efforts by the city of Scranton, Pa., to lure Steamtown to its former-DL&W facility gained rather widespread publicity and fired the rumor mill.

Steamtown is quick to point out that there are substantial advantages in staying at their present site, although all proposals for a new location are being given serious study from the business and practical standpoint. Meanwhile, new approaches are being implemented to improve Steamtown's viability in Vermont.

CONRAIL OUT OF CANADA On September 14, 1982, a landmark agreement was reached which will see Conrail's Canadian holdings sold to CP Rail and Canadian National for an undisclosed price. Included among the Conrail assets—known as the Canada Southern Railway Co.—to be sold are: the double-track main line between Windsor and Niagara Falls, three branch lines, the rail tunnel linking Windsor and Detroit, and the international bridge at Niagara Falls. The deal is pending Conrail acquisition of outstanding minority Canada Southern stock, for which negotiations are presently under way—BRIAN C. NICKLE.

POCONO NORTHEAST RAILWAY Rains dampened the October 13, 1982, "Grand Opening" festivities of the Pocono Northeast Ry. which has purchased numerous Conrail properties in the Scranton/Wilkes-Barre area of Pennsylvania and has begun operation on about 40 miles of track between those two cities. Motive power consists of two former-Conrail EMD switchers, an SW1 and SW9, which are based out of a portion of the old Lehigh Valley yard at Coxton (Pittston). The "PNER" has considerable resources and is likely to expand operations in the future.

THAT'S PRAIRIE CENTRAL The Decatur-Paris, Ill., trackage that was the original Wabash Valley (featured on page 31) is presently being operated without state subsidy by the Prairie Central, which is using two Conrail U25Bs (2604 and 2605) and two CR GP9s, (7300 and 7302). All the units still wear Conrail colors, and U-boat 2604 is particularly interesting in carrying the full CR scheme but with Prairie Central lettering. The "PACY" recently expanded its operation by taking over the ex-NYC line from Paris to Lawrenceville, Ill.

NICKEL PLATE 765 After completing its July trips out of Alexandria, Va., the Southern Railway's ex-C&O 2-8-4 2716 was returned to the Birmingham steam shop for a scheduled inspection. In checking a known potential problem area in the firebox, Bill Purdie's crew found some cracks developing and decided to terminate the locomotive's operation for the remainder of 1982. After investigating the possibilities of substituting the N&W 611 or SR FP7s where schedules would permit, NS Chairman Robert Claytor authorized his steam operating department to take up the Ft. Wayne Historical Museum's standing offer to use their Nickel Plate 2-8-4 765, which was already serviceable and on N&W property at Bellevue, Ohio, after running very successful excursions between Bellevue and Brewster in June.

Bill Purdie inspected the 765 in late August, approved the engine for SR service and initiated some minor running repairs that were needed. On September 7 she was fired up and the next day departed Bellevue trailing a diesel and revenue freight, bound for Cincinnati. A minor problem with a new too-tight main rod/crosshead bushing caused a bit of difficulty en route, but repairs were made on the spot and the 765 was more than ready to pick up for the 2716 on the trips between Cincinnati and Muncie, Ind., over the N&W's newly acquired and upgraded former-PRR connecting line. The Berk performed brilliantly on the September 11-12 trips with the heavy SR excursion train and was treated to frequent running at well over 60 m.p.h.

The 765 will retain her authentic NKP livery while on the Southern—she is, after all, a legitimate member of the NS "family." The only changes were the removal of the Mars light and the addition of the SR's L&N "Big Emma" canteen.

Reports from Birmingham indicate that work will be done on the 2716 and that she'll be running next year.

QUEEN OF THE VALLEY On October 10 the Tri-State Chapter NRHS leased three E-unis and 17 cars from N.J. Transit for a Conrail-operated excursion from Newark, N.J., to Allentown, Pa., running westbound on the former CNJ and returning on the former Lehigh Valley. Photo runbys and a tour of the Bethlehem engine facility—and watching the "disco" paint scheme open-platform obs being turned on the turntable—gave plenty of opportunity for riders to enjoy the train. Both Conrail and N.J. Transit were very pleased with the operation.

MELLON ROADS Timothy Mellon's Guilford Transportation Industries owns the Maine Central, but the official takeover of the Boston & Maine and Delaware & Hudson still awaits a few more court rulings and paper-signings. Nevertheless, in mid-August the three railroads anticipated joint ownership by initiating a comprehensive pooling of motive power between Bangor, Maine, and Binghamton, N.Y. Maine Central GP38s and U25Bs, B&M GP40-2s and GP38-2s, and D&H U23Bs and GP39-2s—and occasional Alcos—could suddenly be found ranging far from what had been their accustomed territories. In the first couple of weeks, the locomotives tended to stay in single-road sets, but by late September intermixing was becoming common on the main lines.

In a related move towards merging operations, the MEC/B&M Rigby Yard outside Portland and the B&M/D&H Mechanicville Yard north of Albany are being downgraded in favor of increased classification work on the B&M's recently-rebuilt East Deerfield, Mass., yard and the D&H's new Conklin Yard in East Binghamton. Trains are now pre-blocked for off-line locations and run through terminals in an effort to ease the traditional problems of Northeastern short hauls. Although Mellon has indicated that the individual identities of his three railroads will be preserved, it would seem likely that the economics will demand even more operational consolidation—and more new sights for train-watchers—in the months to come—TOM NELLIGAN.

LEHIGH & HUDSON RIVER Back in 1976, the L&HR, running between Allentown, Pa., and Maybrook, N.Y., conveyed its railroad to Conrail, but the debt-ridden estate remained intact. As one of the "last hurrahs" prior to dissolution of the company in 1983, the estate of the L&HR held a public auction at its former headquarters building in Warwick, N.Y., on September 11, 1982. For sale were 350 lots of office furniture and equipment, along with literally roomfulls of L&HR "paper," including records, waybills and tariffs.

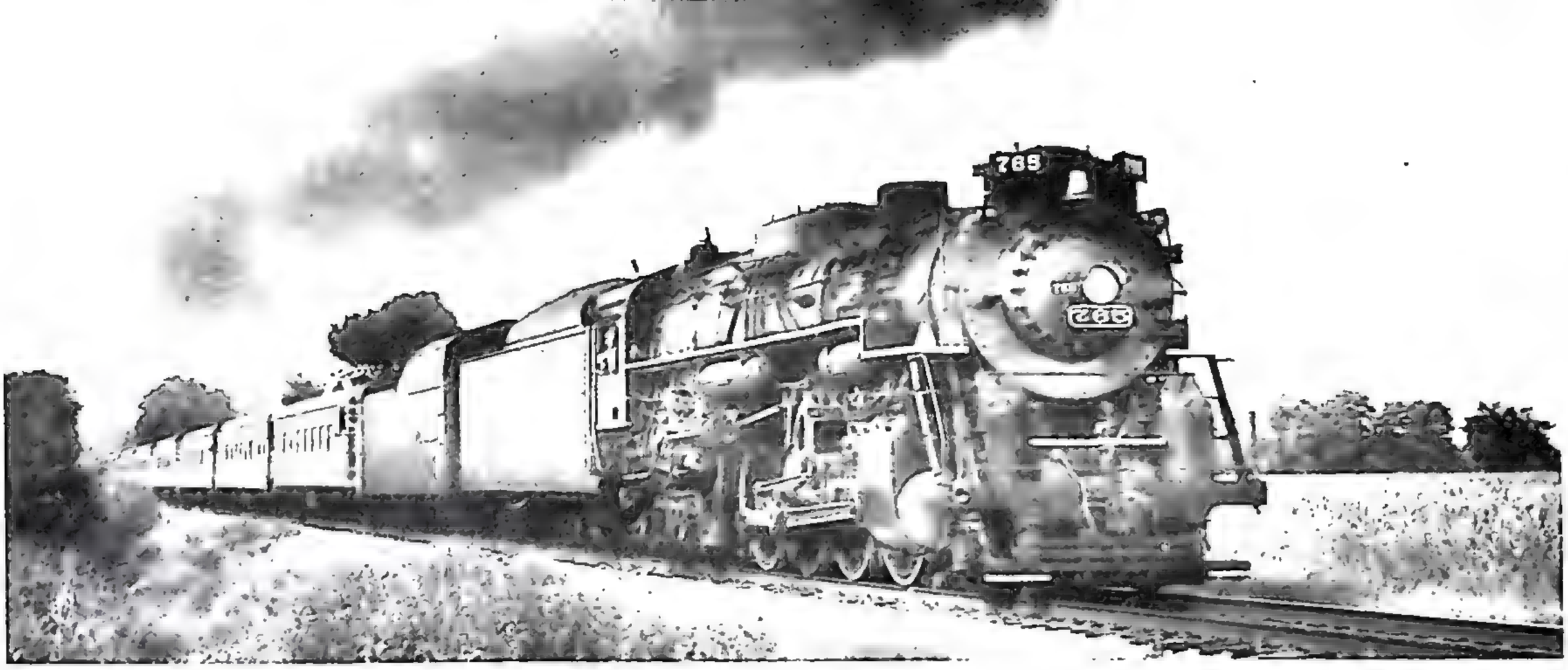
Noteworthy among the bidders was Walter Rich, president of the Delaware-Otsego short line system of Cooperstown, N.Y.

"I'm always looking for a bargain," said Rich after the sale, conceding that the day was a "sad occasion."

"It's the demise of a whole corporation," said W. Gifford Moore, consultant to the estate and last president of the railroad. He stated that the auction was held to allow those who cared about the railroad to have an equal chance in obtaining momentos from it. Documents of historical significance were not for sale at the auction and, in fact, had already been removed from the building. Working with Lew Boselli of the NYO&W Chapter NRHS, Moore permitted such documents to be placed in the History & Heritage Collection at Orange Community College in Middletown, N.Y.

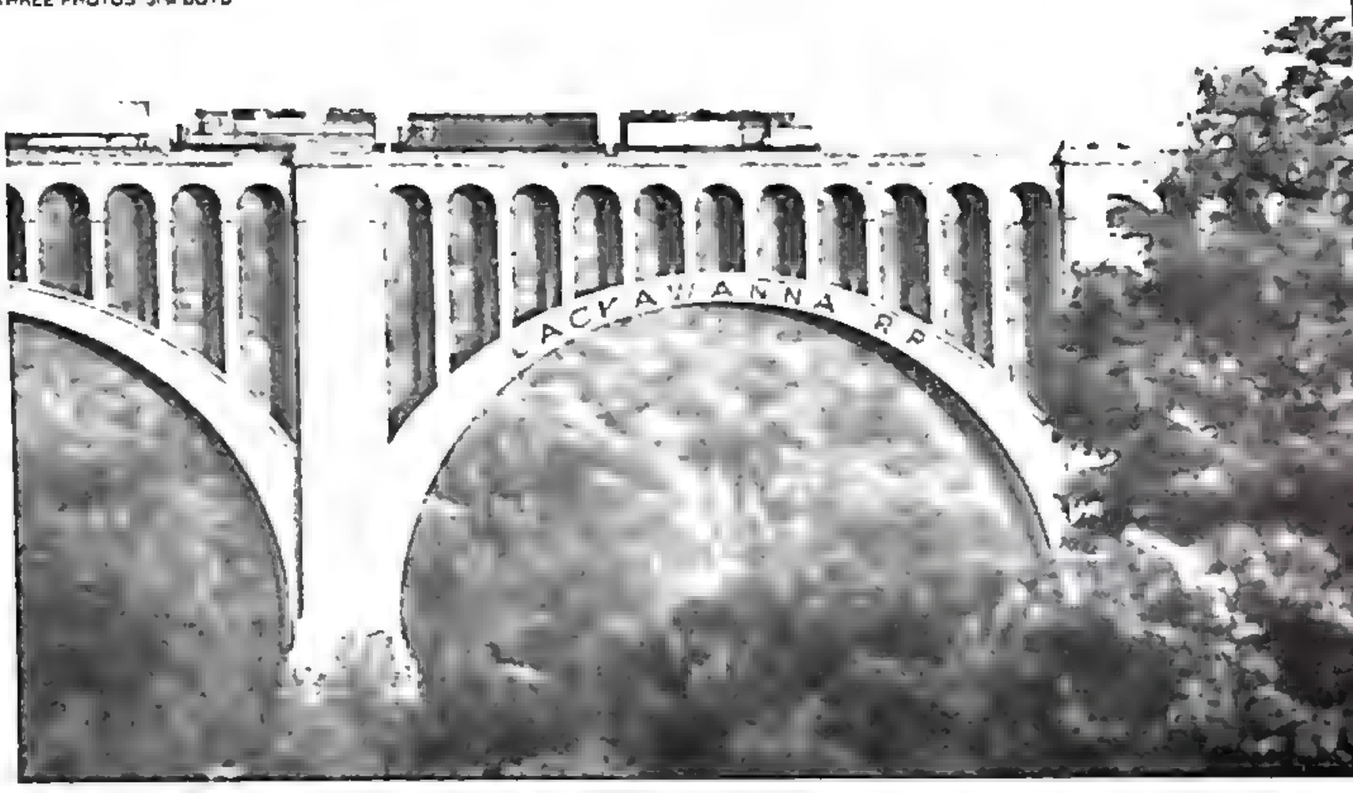
Unlike many of its contemporaries, the L&HR intends to go out of business in 1983 as a solvent entity. The railroad has already settled with many of its creditors at 100 cents on the dollar and will continue to do so until all debts are paid.

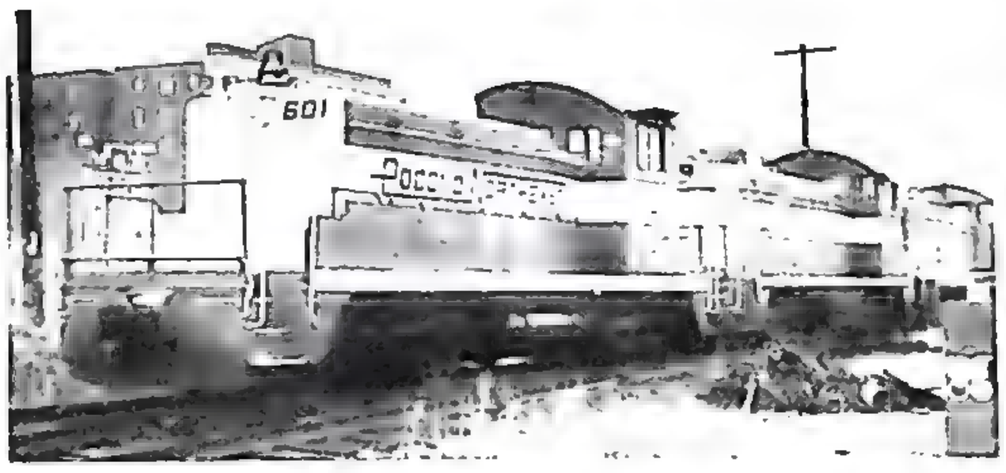
"It dragged out a lot longer than anybody thought it would," said L&HR trustee John G. Troiano—TIMOTHY E. DOHERTY.



NICKEL PLATE 765 was southbound at about 60 m.p.h. just outside Muncie, Ind., on September 12, bound for Cincinnati with her second excursion substituting for Southern's ailing ex-C&O 2716.

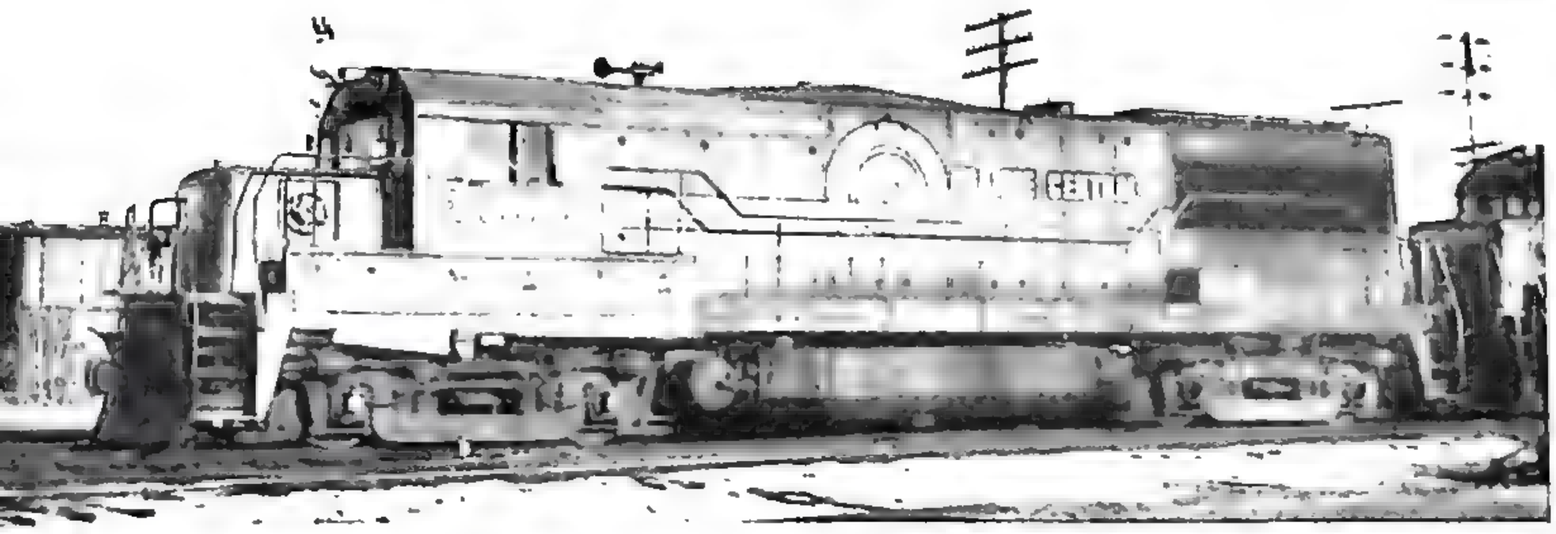
THREE PHOTOS JIM BOYD





POCONO NORTHEAST RAILWAY held opening ceremonies in the rain at Wilkes-Barre, Pa., on October 13. Motive power is an SW1 and SW9 from Conrail repainted John Deere green and yellow.

ALLEN RIDER



MELLON ROADS have been pooling power, and now such sights as an MEC GP38 trailing D&H units over the old DL&W Tunkannock Viaduct with a Scranton-bound *Mercury-2* on October 3 are becoming common.

THAT'S PRAIRIE CENTRAL, not Conrail, on U25B 2604 at Decatur on March 22, 1982. Two ex-CR U25Bs and two GP9s are power for the Decatur-Paris, Ill., line that was formerly run as the Wabash Valley.

QUEEN OF THE VALLEY was the name applied to the Tri-State NRHS trip run by Conrail with leased N.J. Transit E-units and cars on October 10 from Newark, N.J., to Allentown, Pa., shown here westbound on the CNJ bridge at Phillipsburg, N.J. It returned on the former-LV bridge in the foreground.

DENIS CONNEL

The strange saga of the Wabash

by James W. Watson

After the Rock Island abandoned, two short lines, the Wabash Valley and then the Brandon, tried their luck on the line through Manhattan, Kansas.

PHOTOGRAPHY JAMES W WATSON EXCEPT AS NOTED

Once a wandering railfan came into the wide valley of the Kansas River at Manhattan, Kansas, and much to his amazement discovered before him three unusual carmel-colored locomotives with shiny silver trucks. He had stumbled upon the Kansas Division of the Wabash Valley Railroad, an apparition which like the legendary village of Brigadoon appeared without warning and almost as suddenly vanished. The Wabash Valley is the central portion of a bizarre series of events that began with the following wire being posted in early 1980 all across the system of the Chicago, Rock Island & Pacific Railroad:

ALL CONTRACT EMPLOYEES OF ALL CRAFTS
AT ALL LOCATIONS ON THE CHICAGO,
ROCK ISLAND & PACIFIC RAILROAD.
NOTICE
THE KANSAS CITY TERMINAL RAILWAY
COMPANY AS THE DIRECTED RAIL CARRIER
OVER THE ROCK ISLAND RAILROAD, SHALL
CEASE ITS OPERATIONS OF THE CHICAGO,
ROCK ISLAND & PACIFIC RAILROAD ON
MARCH 31, 1980 . . .

It was the closing of an era and the announcement of the complete demise of one of the nation's best-known railroads. It was generally felt by people along the Rock Island that someone, be it government, private industry or other railroads, would step in at the last moment and rescue the Rock. The failure of that to happen left many communities in Kansas and the surrounding states without a railroad to move their products—and in particular, their summer wheat harvest—to market.

Few, if any, contingency plans had been made to move the record 1980 wheat crop, and in many areas with grain elevators completely full, the grain was dumped out onto the ground to await transportation (this is a common practice in the wheat belt, however, and such grain is usually moved to market centers quickly). Without the Rock Island to help move these millions upon millions of bushels of wheat, much of it could be damaged by the weather.

The Interstate Commerce Commission issued directed service orders almost immediately on some segments of the Rock Island to assist with the movement of grain and other commodities. The lines that became the Wabash Valley, however, had to wait until September 1, 1980, to have service restored.

The Wabash Valley

The Wabash Valley Railroad Company was a division of Morrison-Knudsen—probably best-known among railfans as a rebuilder of locomotives. The Kansas Division was their second venture under that name into operating short line railroads (M-K had also operated the old St. Johnsbury & Lamoille County briefly in 1977 as the Vermont Northern). The original Wabash Valley was formed in December 1977 to operate 73-miles of ex-Pennsylvania R.R. track from Decatur to Paris, Illinois—track forsaken by Conrail and still under the ownership of the Penn Central estate. It was convenient for M-K to utilize the Wabash Valley corporate structure and name for its newly-acquired ex-Rock Island Kansas operation.

The headquarters of the Kansas Division of the Wabash Valley were located in the old Rock Island depot at Belleville, the junction between the old Chicago/Omaha—Denver/Colorado Springs main line and the connecting line to Kansas City. The Wabash Valley operated substantial segments of both

Valley

MORRISON-KNUDSEN "SD40-2s" 8301 and 8302 are being delivered to the Wabash Valley at Manhattan, Kan., on September 2, 1980. The 4104, 8302 and 8303 (below) are westbound at Bala headed for Belleville from Manhattan on October 31, 1980.

of the RI lines that joined at Belleville. On the old main line they had rights between Mahaska (Milepost 170.3 from St. Joseph, Mo.) westward through Belleville to Phillipsburg, Milepost 283.9, a distance of 113.6 miles. The "branch line" of the Rock southeastward from Belleville 83.1 miles to Manhattan turned out to be the main line for the Wabash Valley, for the Union Pacific connection at Manhattan served as the interchange point for all the WVRR traffic.

There were problems right from the onset. Phillipsburg, the western end of the line, was already being served by the Burlington Northern under another 90-day directed service order, and the BN would not let the WVRR into town. The Wabash Valley was obliged to terminate its operation at Gretna, 5.2 miles east of Phillipsburg.

The Wabash Valley used the old RI depot along with the shop and servicing facilities at Belleville, a community with a long history of involvement with the Rock. Not too many years ago it was a stop on the *Rocky Mountain*

WITH LONG HOODS salvaged from the same DD35, "SD40-2s" 8301 and 8302 repose at Manhattan, Kan., on September 2, 1980. Note former-SD45X 8301's long back porch.

Rocket, and as a junction between the Chicago and Kansas City lines saw well over 20 trains a day. The Wabash Valley couldn't quite match that traffic flow, but in the beginning they dispatched a job south to Manhattan three days a week—three months later they were down to one a week.

The daytime train from Belleville would usually come down on a Monday and arrive in Manhattan about 9:00 p.m. About 10:00 o'clock on Tuesday morning they would interchange with the UP, inspect their cars and begin the long trip back to Belleville. Although only 83 miles, the very poor condition of the track would limit the speed to something under 20 m.p.h., and with any work along the way, it would usually become an eight to ten hour trip.

WVRR motive power

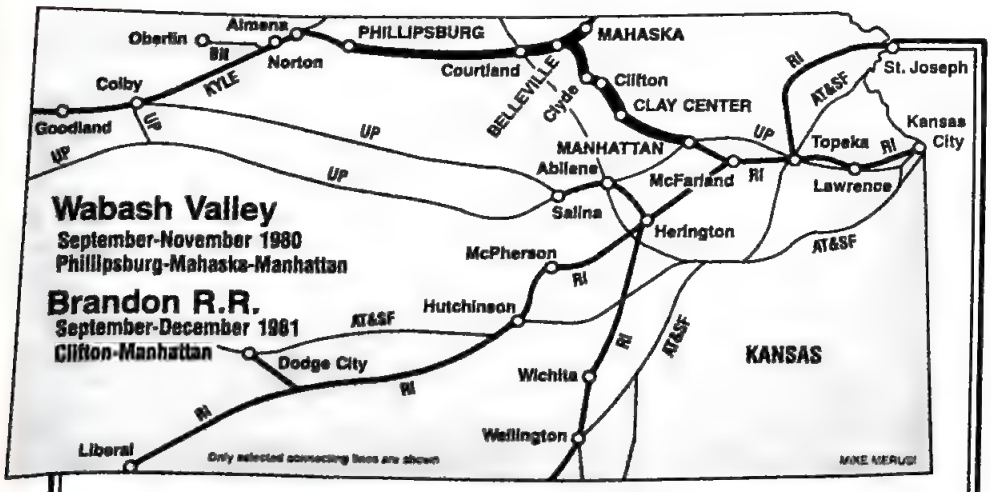
The truly bright spot for railfans in the story of the Wabash Valley was its motive power. Four units served the line, and they were all colorful and unusual. The first three units for the WVRR Kansas operation left Boise, Idaho, on August 28, 1980. Geep 4104 and "SD40-2s" 8301 and 8302 were painted the handsome carmel/black/red of M-K Railroad Equipment Leasing Co., Inc. Geep 4104 developed a hotbox and was set out at Green River, Wyo., while the two SDs were delivered in Manhattan by the UP on August 31. The Geep arrived the next day, and a third SD, 8303, showed up in early October.

High-nose 4104 was probably the only "ordinary" unit on the WVRR. Originally Frisco 629, this stock GP7 made a quick trip through the M-K Boise shop and received little more than a coat of paint; it was used for switching on the light rail that served most of the on-line industries.

The 8301 and 8302, however, were definitely not "stock" off-the-shelf units by any standards. Although both are considered SD40-2s, they arrived at that definition by a circuitous path. The 8301 began life as EMD SD45X demonstrator 4203, which later became Southern Pacific 9505. Having suffered a major electrical cabinet fire, the 9505 had been sold to Chrome Crankshaft in 1978 and acquired shortly thereafter by M-K.

M-K envisioned rebuilding the 9505 into a fairly standard EMD SD40-2 along with former-SP SD45 8820 and SD40 8402. The 9505's 20-cylinder engine was replaced with an EMD 3000-h.p. 16-645E3, and a new Dash-2 electrical cabinet was installed in place of the fire-damaged original. The 9505's carbody was in poor condition, so a new one was created from half of the carbody of SP cabless DD35 9900, which M-K had also acquired. Gone were the SD45X's four fans and flared radiators, and in their place were the smooth GP35-like sides and unusual square end of the DD35, all neatly blended together by the M-K craftsmen. Since the SD45X had a long frame, the resulting 8301 emerged with a long SD40-like back porch.

The 8302 began life as SP SD45 8820, and it was shipped to Boise in late 1978 with MK 1238 in crude yellow lettering on its cab—and that was about the only place they could letter it, since the 8820 had been wrecked and the "locomotive" that M-K received was nothing more than a cab, frame and trucks! Its engine, innards and hood were all missing, so Boise supplied the EMD 16-645E3



Wabash Valley, Brandon and connections

engine, generator, internal equipment and a Dash-2 electrical cabinet and enclosed it all inside the other long hood of the DD35 9900. Like the 8301, the 8302 had the DD35's square rear end, but it had a more conventional end walkway compared to the 8301's big back porch.

The third "SD40-2," 8303, was originally SP SD40 8402, and it arrived at Boise with its carbody intact. It was upgraded to EMD Dash-2 standards but outwardly retained its conventional SD40 appearance.

Grain and strain

The WVRR did not use a caboose, and since they had no cars of their own, a wide variety of rolling stock was utilized—with most of the cars for loading being supplied by the UP. The majority of the cars were covered hoppers for grain, but also quite a few cars for general freight, cement and scrap were moved. The WVRR had hoped to move at least 1000 cars of grain during the 1980 harvest, but the actual total was just over 300.

The low number of loads resulted from many factors, but the most important was the long delay in getting the WVRR operational. Wheat in Kansas is harvested in late June, and the railroad didn't turn a wheel until September. Secondly, when the WVRR finally got cars to the elevators, their rate was 7¢ per bushel higher than the truckers, and another week or so was lost in getting that changed to be competitive (that 7¢ would have cost the local farmers and elevators about an $84,000 difference!).

With the rebirth of the line, the local people had great hopes that this was the first step in restoring permanent service to the old RI. A shippers group, the Midwest Port Authority, was established and submitted an offer to the Rock Island trustee for the purchase of the line from Council Bluffs, Iowa, to Denver and Colorado Springs. It was reported in the local press that if this offer was accepted, the whole operation would have been run by the Wabash Valley.

Unfortunately, this didn't materialize in time to help the WVRR, and like Brigadoon, the fog began to drift in again after only 90 days of operation. Disappointing traffic and the resulting inability to meet operating costs caused the Wabash Valley Kansas Division to fade to an inglorious end on November 30, 1980. All the rolling stock was brought out—including four Rock Island snowplows purchased by the Chicago & North Western—and the units were spotted on the UP interchange track to await their fate.

The 4104 was the first unit to leave, departing on December 8 for Decatur, Ill., to become the only unit to work on both divisions of the Wabash Valley (not for long, however, for the Illinois operation ended on March 31, 1981, when the state stopped its subsidy payments and the Prairie Central took over the line). The last vestige Kansas Division vanished at 11:30 p.m., December 31, 1980, when the three SD40-2s were picked up by an eastbound UP train and taken to Kansas City for long term storage. They were later leased to the MKT.

The Brandon Railroad

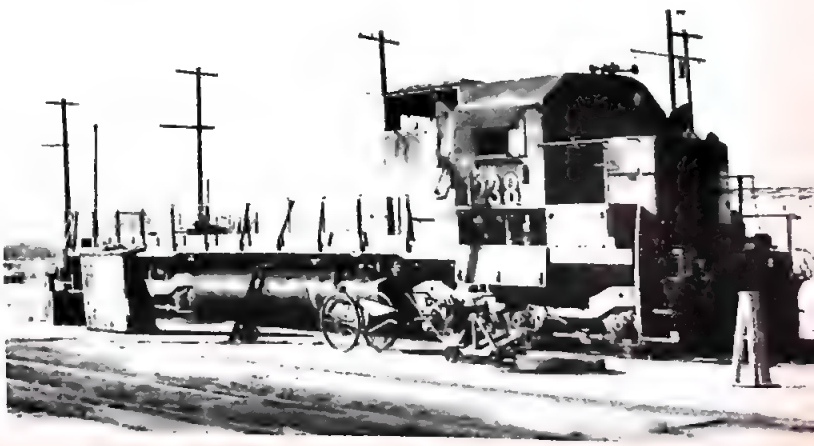
So the fog and mists of abandonment covered the eastern Kansas lines of the Rock Island for a second time. More and more evidence of this once-prosperous line disappeared as weeds hid the tracks, road crossings were paved over, and the diamond with the UP was taken out. Rails rusted and buildings fell into disrepair as bankruptcy auctions removed the last remaining few traces of the old CRI&P.

Yet the stirrings of the on-line communities, wanting and needing rail service, kept believing that the lost railroad would once again return to life. Lo and behold, almost one year to the day after the WVRR first arose out of the mist, another apparition appeared in Manhattan. This one was even more unusual than the graduates of Boise: a blue and white Alco C415!

On September 10, 1981, a ribbon-cutting ceremony at Clay Center (36 miles up the line from Manhattan) officially welcomed the Brandon Railroad to Kansas. Taking over only the 53

THREE PHOTOS RYAN BALLARD

SOUTHERN PACIFIC SD45X 9505 still wears its EMD demonstrator colors (former EMD 4203) at Ogden on August 15, 1973; this unit became M-K/WVRR 8301. The M-K 8302 was constructed from the frame of "MK 1238" (below right) former SP SD45 8820, shown en route to Boise at Ogden on November 8, 1978. Each unit received a long hood from DD35 9900, shown (below left) at Salt Lake City en route to Boise on April 3, 1979.

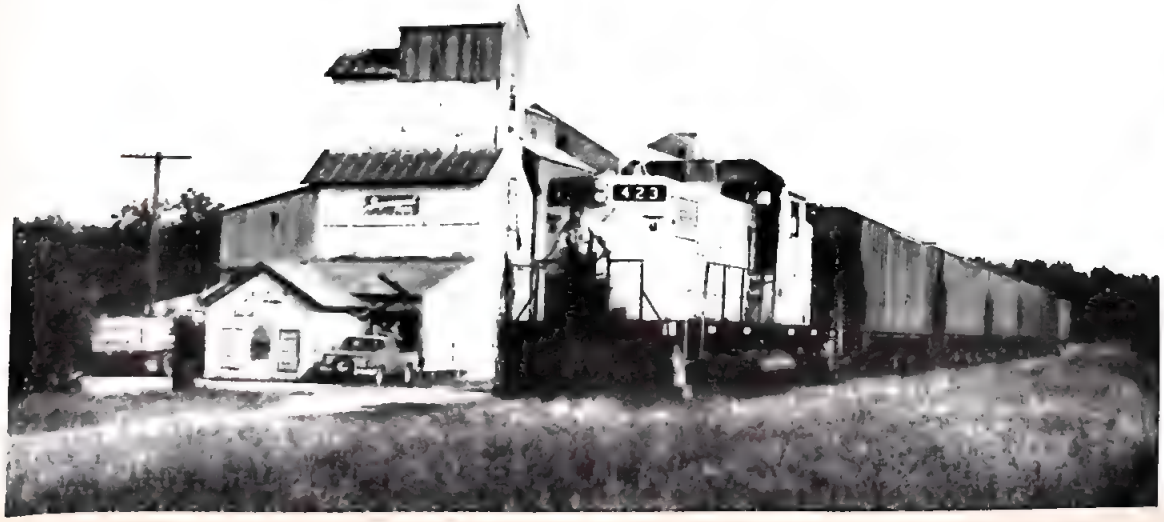


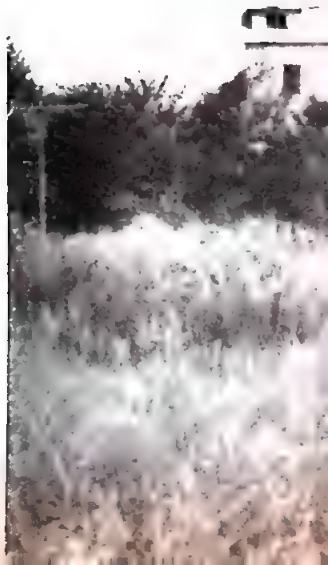
THE BRANDON RAILROAD took over the Manhattan-Clifton trackage vacated by the Wabash Valley and ran it with a pair of blue and white C415s (see color in January 1982 R&R). The 424 was putting on a smoky Alco show near Riley on November 16, 1981; while on September 18, 1981, sister 423 was westbound at Keats (**below right**) and Riley (**below left**) with General Manager Joe McDaniel checking the track.

miles between Manhattan and Clifton, the Brandon was owned by Railcar America, which also operates the South Omaha Terminal Railroad in Nebraska.

With a welcome not seen since the Rock Island originally came to town, the Brandon commenced operations in style. Because of the intense interest of the shippers and the entire region, the ribbon-cutting attracted a very impressive array of dignitaries representing the governor's office, Kansas DOT, the North Kansas Shippers Association and Senators Dole and Kassenbaum as well as personal appearances by the president of the Midwest Port Authority and President Harold Witbeck of Brandon and Railcar America.

The colorful center-cab C415s contributed to the air of confidence and enthusiasm. The 423 and 424 were former RI units of the same numbers, which the Brandon purchased from the Union Pacific along with sister units 421 and 422. Five C415s, 420-424, had been purchased by the UP in 1966 and leased to the RI; with the demise of that railroad they were returned to the UP. The Brandon repainted and operated the 423 and 424, while the 421 and 422 were purchased for parts and were slated to be scrapped after their bones had been picked clean of useable components. (The sole remaining UP/RI C415, 420, was to be scrapped by the UP at Omaha.) With only 26 C415s built by Alco, it is ironic to consider that the Brandon owned nearly one-sixth of the total production and twice as many as the Burlington Northern! The 421 and 422 stayed on the South Omaha Terminal, while 423 and 424 went to Kansas.





The third time

Even with operating costs much, much lower than the Wabash Valley, the Brandon soon found itself on the short end of the ledger sheet. As the elevators emptied out the summer harvest, business diminished and the general downturn of the economy hurt several of the manufacturers along the line, further reducing carloadings. A major factor effecting revenue was the late arrival of the Brandon; again, most of the season's grain had already been moved by truckers before the railroad could set up shop.

In December a traction motor fire put the 423 out of action, and the Brandon decided they simply didn't have enough business to continue operations through the winter. The decision was made to close down operations until the spring of 1982. Both of the C415s were placed in storage at Clay Center to wait out the winter.

Spring arrived, but the future did not look good enough for the Brandon to resume operation. The two Alcos were taken to Manhattan, and the 424 quickly left for Omaha, where it was sold to PLM, a car-leasing company in Miles City, Montana. The 423, however, was not quite so lucky, for as of late summer 1982 it still resided on the UP transfer track in Manhattan.

So for a third time, the mists of abandonment, dispair and concern enveloped the tracks above Manhattan. The Rock Island, Wabash Valley and Brandon have all come and gone, and the grain is being moved behind Kenworths, Peterbilts and GMCs instead of EMDs, Alcos and GEs. Will this area see rail service again? The only hope appears to be the Midwest Port Authority and the Kyle Railroad organization which has taken over the former-BN operation of the RI lines west of Phillipsburg and the former-WVRR segment east to Mahaska.

Of course, Kyle's C425s are almost as interesting as C415s.

PHOTOGRAPHY BY JIM PANZA

THE EMBARRAS RIVER bridge, about halfway between Hindsboro and Oakland, Ill., carries eastbound WV-1 on April 21, 1979.

The original Wabash Valley

It began in Illinois.

by Jim Panza

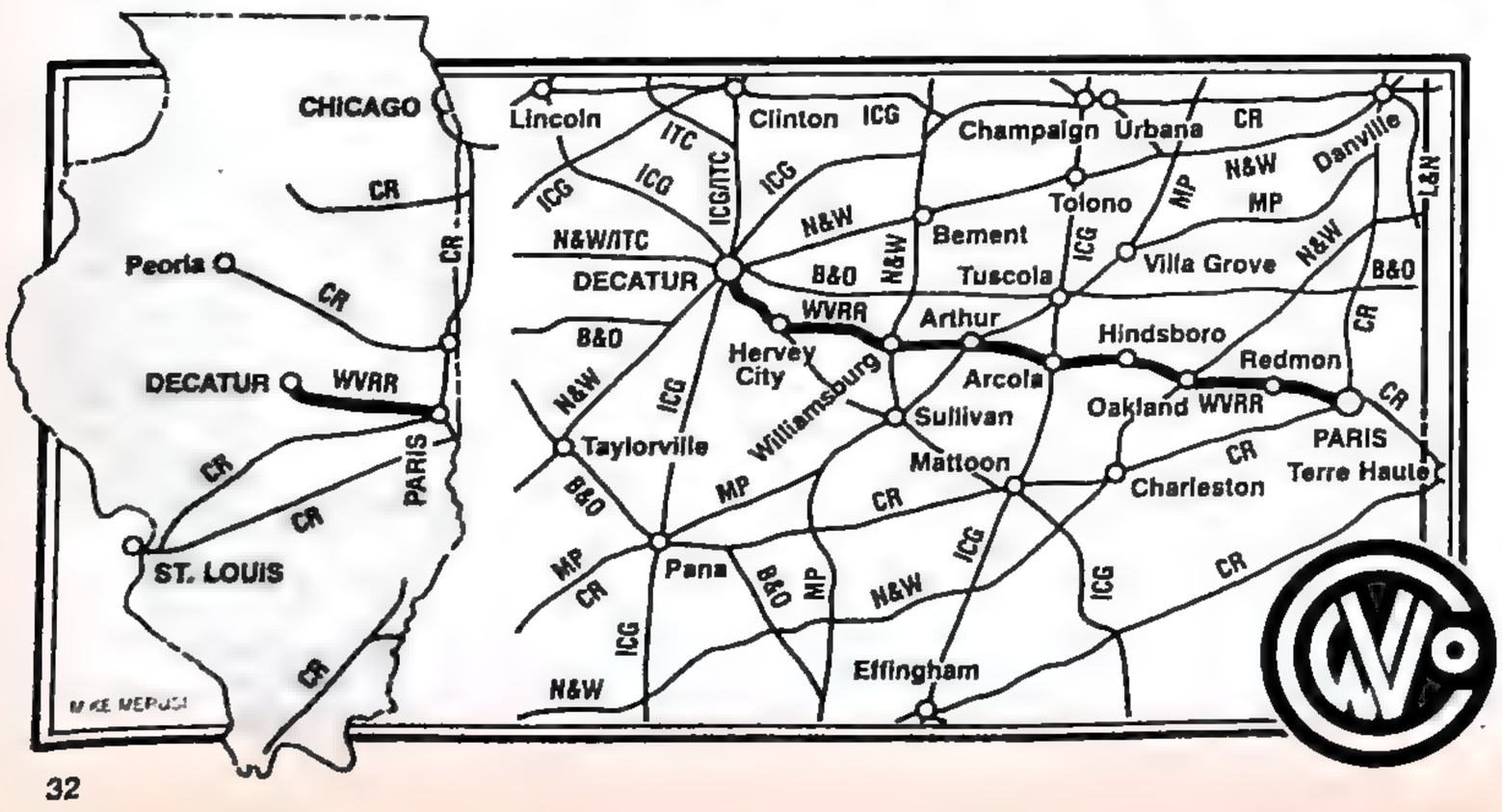
The Wabash Valley Railroad Company was one of many short lines created to operate trackage which Conrail listed as having marginal value. It was founded under the Illinois Railroad Freight Program, which subsidized operations over abandoned Conrail lines and operated under continuing one-year contracts by Morrison-Knudsen of Boise, Idaho. The trackage—73.1 miles of former Pennsylvania R.R. from Paris to Decatur, Ill., was owned by the Penn Central estate and leased to the State of Illinois, which contracted with M-K and subsidized the operations.

Operations of the Wabash Valley began on December 1, 1977, and terminated on March 31, 1981, when the state ceased the subsidy payments (in June 1981 the line was taken over by the Prairie Central). The first 9.7 miles southeastward from Decatur were run on trackage rights over the former-ICRR Peoria-Evansville line, splitting off at Hervey City onto the old Pennsy Decatur Secondary Track eastward to Paris. Like so many of the secondary lines Conrail inherited from Penn Central, this one had been the victim of deferred maintenance. WVRR officials believed the line had endured a 15-year period with little or no track work. Ties in the Decatur yard were under several inches of mud, and the main line was full of rotted ties and broken rails.

The Wabash Valley knew it had to improve the track to win back shippers with reliable service, and parent Morrison-Knudsen was an industry-recognized expert in track rehabilitation. With financial help from the state, M-K and the WVRR dumped in tons of ballast, thousands of new ties and miles of renewed rail to bring the dying piece of railroad back to life. By 1979 the WVRR had much of its main line up to 25 m.p.h. standards, which was just right for its operation since it considered its entire railroad as being within yard limits, and under FRA law, a train can operate at 25 m.p.h. within yard limits without use of block signals or train orders.

The Wabash Valley began in December 1977 with three ex-P&LE GP7s from Morrison-Knudsen Railroad Leas-

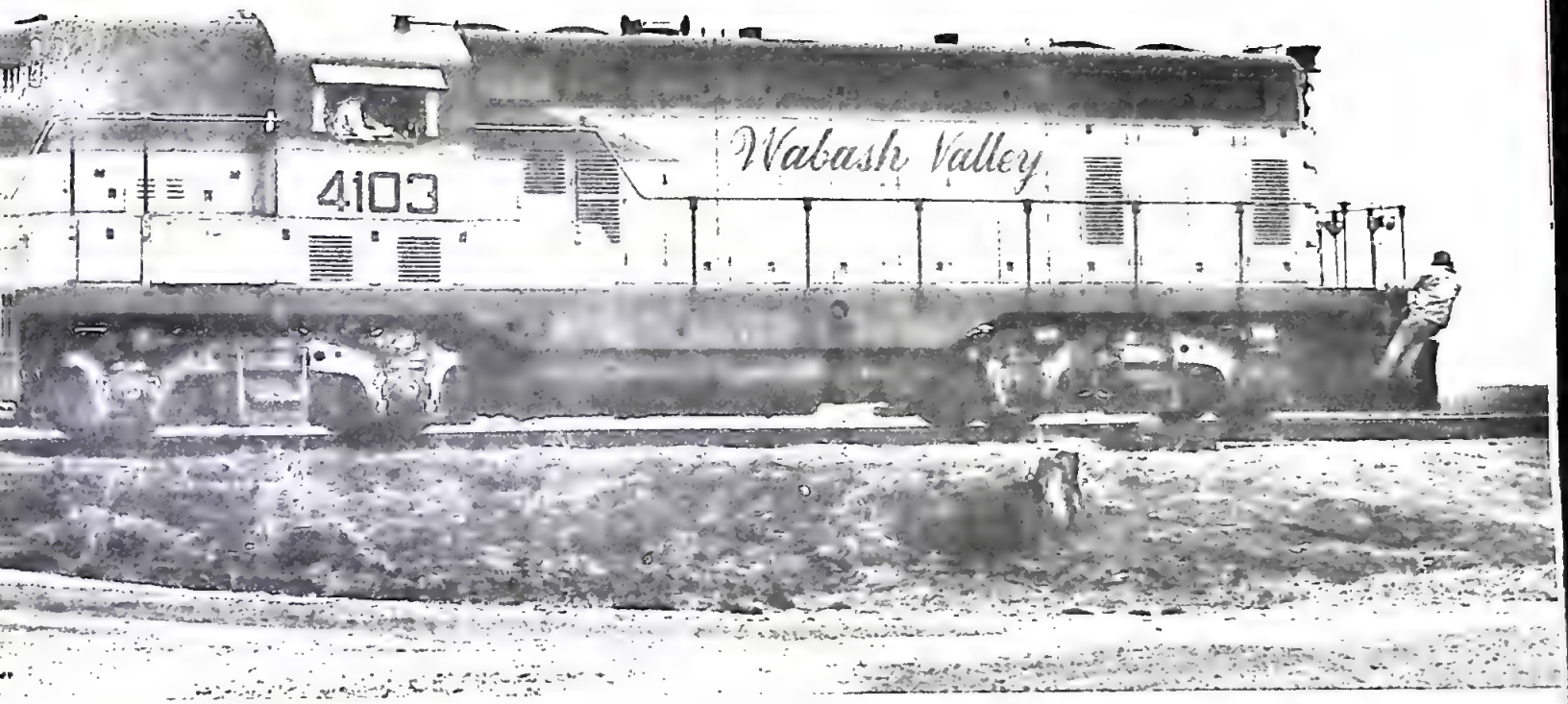
FORMER-C&EI caboose 1450 was on WV-1 at Decatur on October 7, 1978; that train had Precision yellow and green Geep 1701 (below) and Wabash Valley 4102 for power. Two WVRR black-and-carmel former-P&LE long-hood-forward GP7s (right) were working Lovington with some cars for the co-op on WV-1 on April 21, 1979.



ing, all painted in the extremely handsome M-K carmel/black/red colors and lettered WABASH VALLEY. The 4101 and 4102 had been repainted in Rock Island's Silvis Shop, while the 4103 had new traction motors installed and was repainted by the Chicago & Illinois Midland. Two ex-Long Island high-nose Alco C420s from the short-lived M-K Vermont Northern were on the WVRR from January to August 1978, when they were sold to Naparano Iron & Metal of New Jersey and were shipped out to the CN in Montreal for rebuilding.

Precision National green and yellow GP7 1701 (originally C&O) was leased during Septmeber 1978 while one of the WVRR's own Geeps was out for repairs, and in April 1979 they purchased Chicago & North Western SW1 617, renumbering it WVRR 1801 and applying m.u. wiring. For rolling stock, the WVRR leased 100 boxcars from Itel (50 each of Vermont Northern and StJ&LC heritage) and 200 100-ton covered grain hoppers from North American Car. Initially the WVRR utilized two cabooses, one ex-C&EI side-door bay-window and an ex-N&W transfer caboose, but both were soon retired.

The Wabash Valley interchanged at Decatur with the N&W, B&O, ICG and ITC, at Arthur with the MP (C&EI) and at Paris with Conrail. It was basically a "loads east and empties west" railroad feeding Conrail at Paris and hauling mostly grain and agricultural products. Its largest shipper was the huge A.E. Staley Company of Decatur, with most of that tonnage received off the B&O



and additional originated by the ICG and N&W. Other large shippers in the Decatur area which originated traffic on the ICG and routed via WVRR were Caterpillar, Firestone, Essex Wire and Archer-Daniel-Midland, with a portion of that traffic originated on the WVRR or received from the ITC. Interestingly, some traffic originated in the St. Louis area by the ITC was routed to the WVRR in Decatur and forwarded to Conrail at Paris. Also, the WVRR handled a lot of tank cars of anhydrous ammonia for on-line fertilizer dealers.

The WVRR operated six days a week, generally inactive on Sundays. Its operations consisted of two jobs, the Decatur switcher and the evening road job. Called for 7:00 a.m., the Decatur switcher would work all the industries and interchanges on line in Decatur and make up the consist for the eastbound road job, usually finishing up about 3:00 p.m. At 4:00 o'clock, symbol freight WV-1 would depart for Paris carrying the cars for Conrail interchange and a few for on-line customers. After interchanging with Conrail at Paris it would return as symbol WV-2, working the grain elevators and industries along the way back to Decatur, arriving around 3:30 a.m. The next morning's switcher would then distribute the cars brought in, and the cycle would repeat itself. With this simple operating scheme, a car originated or received by the WVRR would usually be interchanged or delivered within 24 hours.

On my first visit to the railroad, October 7, 1978, the PNC GP7 1701 and WVRR Geep 4102 handled both the Decatur switcher and road job. WV-1's consist that day was 30 loads and one empty, 2,789 tons; among the loads were tractors, soybean meal, tires, alcohol, a grader, starch, syrup, soybean oil, corn oil, potash and phosphate. On April 21, 1979, my second visit, the same train ran as a day job with Geeps 4103 and 4101 and 20 loads and nine empties, 1,716 tons. The loads were similar to those of the October train, with the addition of several loads of anhydrous ammonia for fertilizer dealers en route. The October train had used the ex-C&EI caboose, while the April run was cabooseless and ran with a two-man crew.

The Wabash Valley operated for two more years after my last visit, falling victim to the economic recession and the State of Illinois dropping its subsidy payments. It ceased running on March 31, 1981, with Craig Burroughs' Trans-Action Associates (Louisiana Midland, Columbus & Greenville, Prairie Trunk) picking up operation of the line in June 1981 and running without subsidy as the Prairie Central.

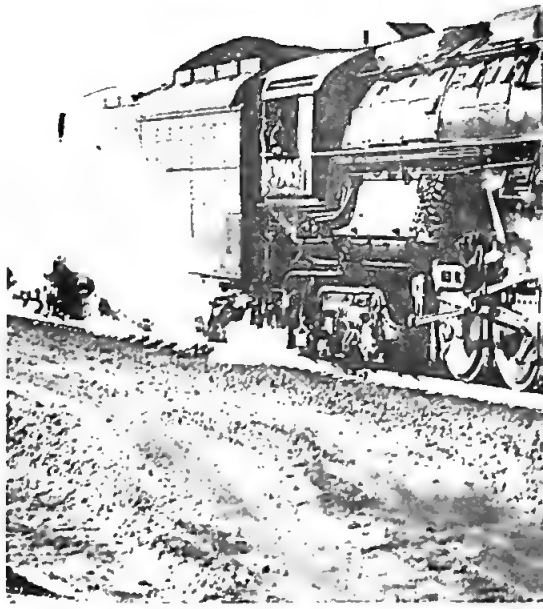
MIDLAND TOWER is on Conrail's old-NYC main line at Paris, Ill., the east end of the Wabash Valley. This April 21, 1979, WV-1 will pull up and back into CR's Midland Yard.

3985

The reawakening of a giant

A group of employee volunteers had an idea that put a Union Pacific 4-6-6-4 back under steam and out on the road.

by Greg Nazarow



KENNETH JESSEN

On Wednesday, June 16, 1982, precisely on time at 8:00 a.m., M.D.T., Union Pacific Challenger 3985—now the largest operating steam locomotive in the world—departed westbound from Cheyenne, Wyoming, into a sunny, crisp morning for its first real solo run since its successful but short break-in run to LaSalle, Colorado, back on March 25, 1981. The big 4-6-6-4 had made its public debut with a cross-country trek to the opening of the California State Railroad Museum and "Railfair '81" at Sacramento in April 1981, but the 3985 was doubleheaded behind the UP's 4-8-4 8444 for the entire over-the-road move. The fanfare of Sacramento tended to overshadow the story of the freshly-restored Challenger, then just "getting its wheels" again after 23 years of dormancy.

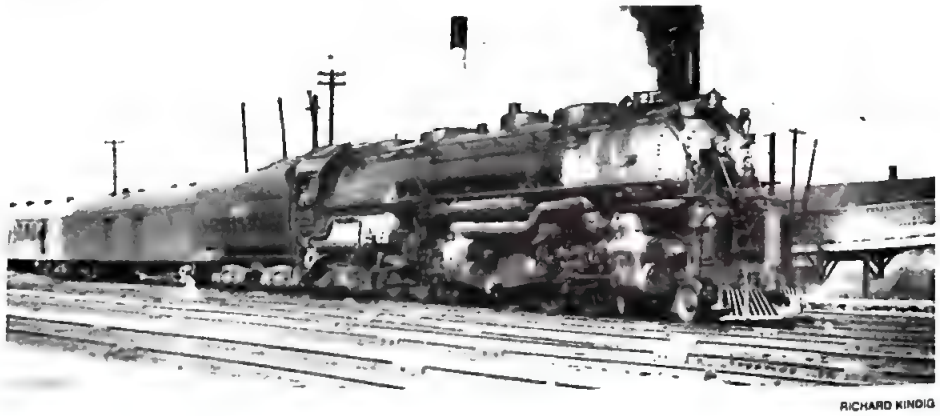
After returning from Sacramento, the 3985 remained strangely quiet for the remainder of 1981, and it wasn't until early 1982 that the word came that everyone had been waiting for: The 3985 would move out in June to participate in Pocatello, Idaho's, centennial celebration and then head south for two days of public excursions out of Salt Lake City. It would be the first opportunity since restoration for this great locomotive to demonstrate her capabilities.

Origins of 3985

The first 4-6-6-4s were developed during the Great Depression as a joint effort between the UP's legendary motive power chief, Otto Jabelmann, and the American Locomotive Company. Delivered in 1936, these 69-inch-drivered simple articulateds set the basic pattern for all 4-6-6-4s that would follow. The UP acquired 40 of these "original" Challengers, while Jabelmann and Alco went to work developing the UP's ultimate steam freight locomotive, the 4-8-8-4 Big Boy, which became a reality in September 1941. With the onset of World War II, the UP turned back to the Challenger, however, for its "universal" big engine that could be used in both freight and passenger service. Incorporating some of the elements of the Big Boy into the design, in 1942 they produced the "super" Challengers, 3950-3969. Later that year an order went in to Alco for 25 more identical machines, 3975-3999, which included the 3985, delivered in 1943. The UP's last Challengers, 3930-3949, were delivered in 1944 along with the last of the Big Boys and the UP's very last new steam locomotive, 4-8-4 844 (later to become the famous 8444).

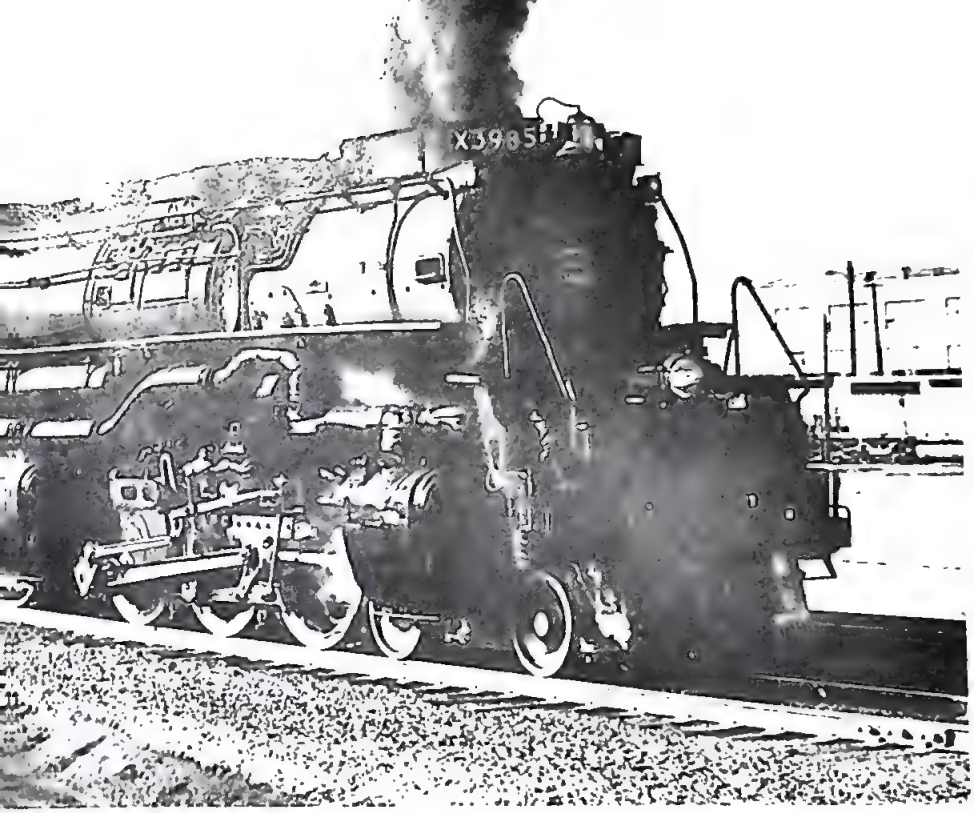
Although all started out as coal burners, many of both the original and super Challengers were converted to oil (receiving 3700-series numbers in the process) and often back to coal again. The 3985, however, has remained a coal burner for her entire career. Although they did work elsewhere on the system—such as on the main line to Portland—big Challengers considered

THE TWO TYPES of UP Challengers were the "original" 1936 design like the 3905 on the *Pacific Limited* (below) at Denver in 1937, and the Jabelmann "Super" Challengers of the 1940s as exemplified by the 3985 departing Green River (above) on June 17, 1982.



RICHARD KINDIG

UNION PACIFIC 3985



Cheyenne "home." As the mid-1950s found steam service drawing to a close, most of the Challengers remaining were assigned to the Cheyenne-North Platte pool, as was the 3985.

Locomotive assignment sheets indicate that the 3985 made her last run in August 1957, and she was not used after that time. Her inspection time expired in 1958. She had, however, undergone a thorough Class 3 overhaul in April 1956 and still had plenty of miles in her when she was withdrawn from service.

The 3985 was finally stricken from the motive power roster in 1959, although this was a mere formality. What few steam locomotives were still in service by 1959 were snuffed out by the end of July by a steel strike and continuing deliveries of new diesels. Of the 105 UP Challengers, only two survived: the 3985 and the 3977, an oil-burner which presently resides at Cody Park in North Platte.

The 3985 escaped the scrapper's torch along with a fortunate handful of other UP steamers (including a 2-10-2, 4-8-4 and 4-6-0) and spent the ensuing 16 years inside the Cheyenne roundhouse, protected from the elements. In January 1975, however, it was towed to a "permanent" display site adjacent to the Cheyenne depot and enclosed behind a high wire fence. There it sat until a UP brakeman, John J. Boehner, took the initiative to have the engine examined for possible restoration to operating condition.

"I always parked my car in the lot where 3985 was on display," Boehner told Rocky Mountain Railroad Club news editor Neal Reich, "and I made it a point to walk past that magnificent piece of machinery." He consulted with friends and various UP employees and felt that a restoration would be feasible with a lot of dedicated effort and hard work. The first step, however, would be to obtain permission from UP headquarters in Omaha.

Management was surprisingly receptive, and at a meeting on February 15, 1979, laid out the ground rules for the project with Boehner and his group of UP employee-volunteers. The results of a hydrostatic test—courtesy of the UP Engineering Department—were promising, and on March 15, 1979, the restoration effort got the highball.

The "3985 Committee," as the employee-volunteer work force named itself, began with 42 eager souls and considerable initial inconvenience—the old passenger section of the Cheyenne roundhouse, where the actual work would take place, had no heat or lights or steam and compressed air lines in working order. The 3985 was removed from her display site to the roundhouse on September 24, 1979, and within a short while steam and air were made available. Tools were borrowed from the regular enginehouse crib—and conscientiously returned—and work began to progress well, owing to the engine's good initial condition.

However, a thorough check-out and overhaul of pumps, piping systems, stoker, injectors and other appliances had to be made. Following the initial hydro test, some cracks appeared in a superheater unit, requiring a welding repair. All the boiler jacketing and lagging was removed, and an under-steam check-out of all appliances was made on January 17, 1981. In March of that year she was given a Federal inspection and was found to be in excellent health. A two-year flue extension was granted as a result.

WHAT MIGHT HAVE BEEN the final resting place for 3985 was the display track at the Cheyenne depot where she was spotted by an SW9 on January 22, 1975, after years of storage in the Cheyenne roundhouse. She came off display on September 24, 1979.

JIM EHERNBERGER

UNION PACIFIC

THE 3985 COMMITTEE included (l to r) Lynn Nystrom, Road Foreman Steve Lee, Craig Riggenburg, Jim Duncan of the Mechanical Dept., Howard "Swede" Nath, Don Ringstad, District Foreman Bob Marquart, Bob Fryml, Rich Steele and 3985 Committee Chairman John Boehner on March 13, 1981 (absent are Bob Krieger and Tim Grotheer). Their efforts are evident as the 3985 departs Green River, Wyo., (right) westbound on June 17, 1982.

The project had taken over 4000 man-hours, and by the spring of 1981 the original force had dwindled to the hard-core work group of Committee Chairman Boehner, Project Mechanical Foreman Don Ringstad, and Lynn Nystrom, Craig Ringgenberg, Howard "Swede" Nath, Bob Fryml, Rick Steele, Bob Krieger and Tim Grotheer. In addition, the group received encouragement from UP President John Kenefick and advice from such Cheyenne mechanical people as Jim Duncan and Art Lockman, District Mechanical Foreman Bob Marquart, and especially Roundhouse Foreman Bill Haley, who lent his steam and mechanical experience. The city of Cheyenne also assisted by permitting the Committee to remove some badly-needed parts (a Nathan injector and three rod dope pins) and the whistle from Big Boy 4004 on display in Cheyenne's Holliday Park.

The 3985 restoration was officially complete with the test run from Cheyenne to LaSalle, Col., on March 25, 1981, pulling eleven hoppers and the silver mess/bunk car. Less than a month later, April 23, 1981, she rolled out of Cheyenne doubleheaded behind 4-8-4 8444 for a spectacular move to Sacramento and the "Railfair '81" opening celebration of the California State Railroad Museum. It's probably more a matter of religion than judgement to argue whether the 3985 or the SP's dazzling *Daylight* 4449 "stole the show" at Sacramento, but none who saw her will ever forget the image of the Challenger glistening in the late afternoon sun as she was serviced out on the levee each day.

The doubleheader returned to Cheyenne in mid-May, with no more trips announced for the 4-6-6-4 for the remainder of the year. With the locomotive restored and safely in UP hands, the 3985 Committee officially disbanded

UNION PACIFIC 3985

upon the return from Sacramento.

Much of the success of the 3985's restoration can be credited to 3985 Committee's Project Mechanical Foreman Don Ringstad, whose mechanical ability and knowledge of steam proved indispensible. Just four months after the return from Sacramento, Don was killed in an automobile accident in Cheyenne on September 16, 1981, at the age of 28. To honor his memory, a metal plaque was affixed to the rear wall of 3985's cab above the brakeman's seat. It reads: "DONALD R. RINGSTAD / A GOOD FRIEND AND TEACHER, REMEMBERED / 1953-1981 / 3985 COMMITTEE."

The Pocatello outing

At 5:10 a.m. on June 16, 1982, the 3985 emerged from her Cheyenne roundhouse stall fully charged with house steam. Following a spin on the turntable, she delighted the relative handful of early-rising onlookers by backing into another stall to pull out her tool car and then chuffing across the 'table with the car in tow. (This was one of the last under-steam moves from that historic structure where the 8444 and friends have been housed for many years, for the building was razed in August, leaving only the small, separate "passenger" section remaining. While it's sad to see the roundhouse go, it must be acknowledged that with its old, dry wooden roof, it has become more of a liability than an asset—as a small fire last March, touched off by diesel exhaust, proved. Although the incident did no serious damage, the results to the UP steam locomotives could have been catastrophic—remember what happened to Chessie 2101 at Silver Grove!)

By 7:30 a.m., the 3985 was ready for the road, coal fire blazing and coupled to its train. The consist was far more handsome than that which accompanied the doubleheader to Sacramento. It consisted of the streamlined baggage tool car, the fluted-side sleeper *Cabarton* for the crew, another open-door baggage car for press photographers, a streamlined coach, the silver mess/bunk car repainted passenger yellow, four glistening UP boxcars and the ubiquitous UP bay-window caboose.

"We decided to have a nice-looking train this time," noted UP Special Projects Director Dick Lohr, "... all yellow!"

It should perhaps be noted that the UP takes its steam operations no less seriously than any other train movement. The steamers aren't tied onto the head end of a reefer block and sent screaming toward Laramie—as much as we'd give an arm and a week's pay to see it. The public relations value of each trip must be justified, the logicistics of the move are carefully planned out in advance. The schedule and servicing stops are posted and personnel and equipment are expected to be on hand to operate and service the train. And when it gets on the road, the steam train is expected to keep pace with other traffic, stopping only when and where it is scheduled to do so. The last thing a dispatcher needs is a limp-along steam extra when there is revenue traffic that must be kept moving.

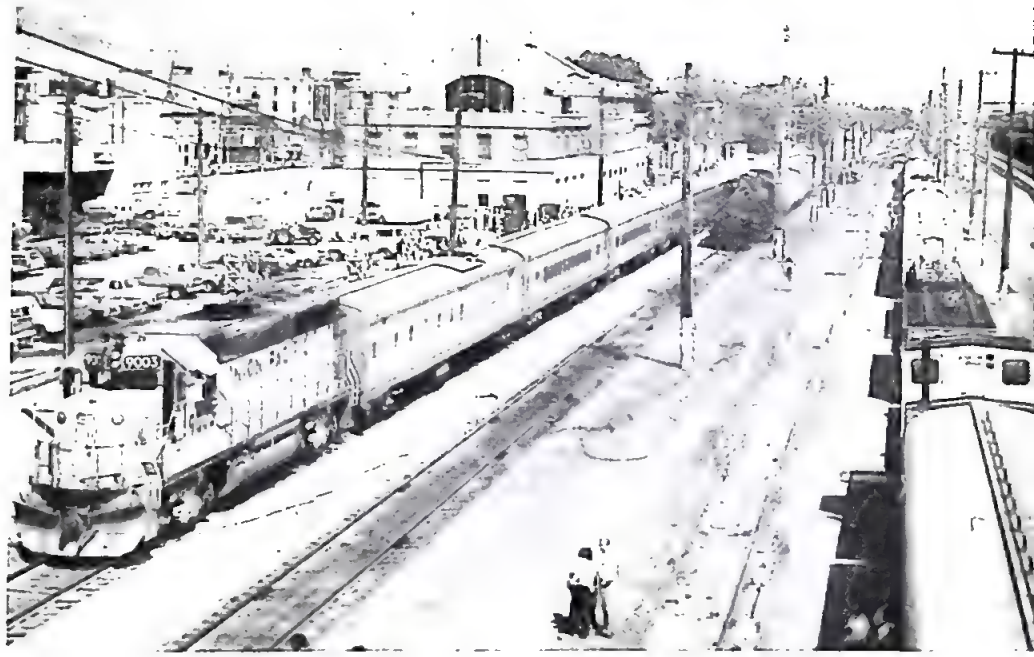
The UP fields a regular steam crew, which it assembles in Cheyenne whenever the Challenger or 8444 are run. From Omaha were Dick Lohr and Lowell Turner, representing the Public Relations and Operating departments, Assistant Superintendent of Motive Power Robert Neeley and Jim Chval. Tom Stuart was there from the mechanical staff at Salt Lake, and Cheyenne was represented by District Mechanical Foreman Bob Marquart, Jim Duncan and Art Lockman of the Mechanical Department, boilermaker Carl Hudson, Jim Fitzpatrick of the mechanical staff, and Road Foreman Steve Lee.

We pulled out of Cheyenne on time at 8:00 a.m., with an entourage of railfan photographers far smaller than the crowd which had followed the doubleheader back in '81. A photo runby was made at Milepost 517, about seven miles west of town along the old U.S. highway. The No. 3 track (the 1952 "new line" which wanders away from all paved roads and is the preferred westward upgrade route) was undergoing trackwork, so the Challenger was obliged to run the No. 1 track "original" main line over Sherman Hill.

The 3985 made easy work of Sherman Hill with only nine cars on her drawbar, but going the "steep way" gave her her first real workout since restoration. By the time we reached Laramie—56 miles up and over Sherman—some concern was growing over the amount of coal that had been consumed. This concern reached nearly alarming proportions by the time the engineer finally closed the throttle at Rawlins, the first refueling

WILLIAM BOTKIN

THREE PHOTOS THORNTON WAITE



POCATELLO'S CENTENNIAL CELEBRATION included a hot air balloon in UP colors, free rides to Inkom on an 11-car streamliner push-pulled by GP40Xs 9003 and 9004, plus the hot 3985 on display. On June 20 the 3985 took the "dignitary train" to McCammon and back to Inkom (opposite right) for Governor Evans and UP President Kennefic.

stop and 172 miles from Cheyenne.

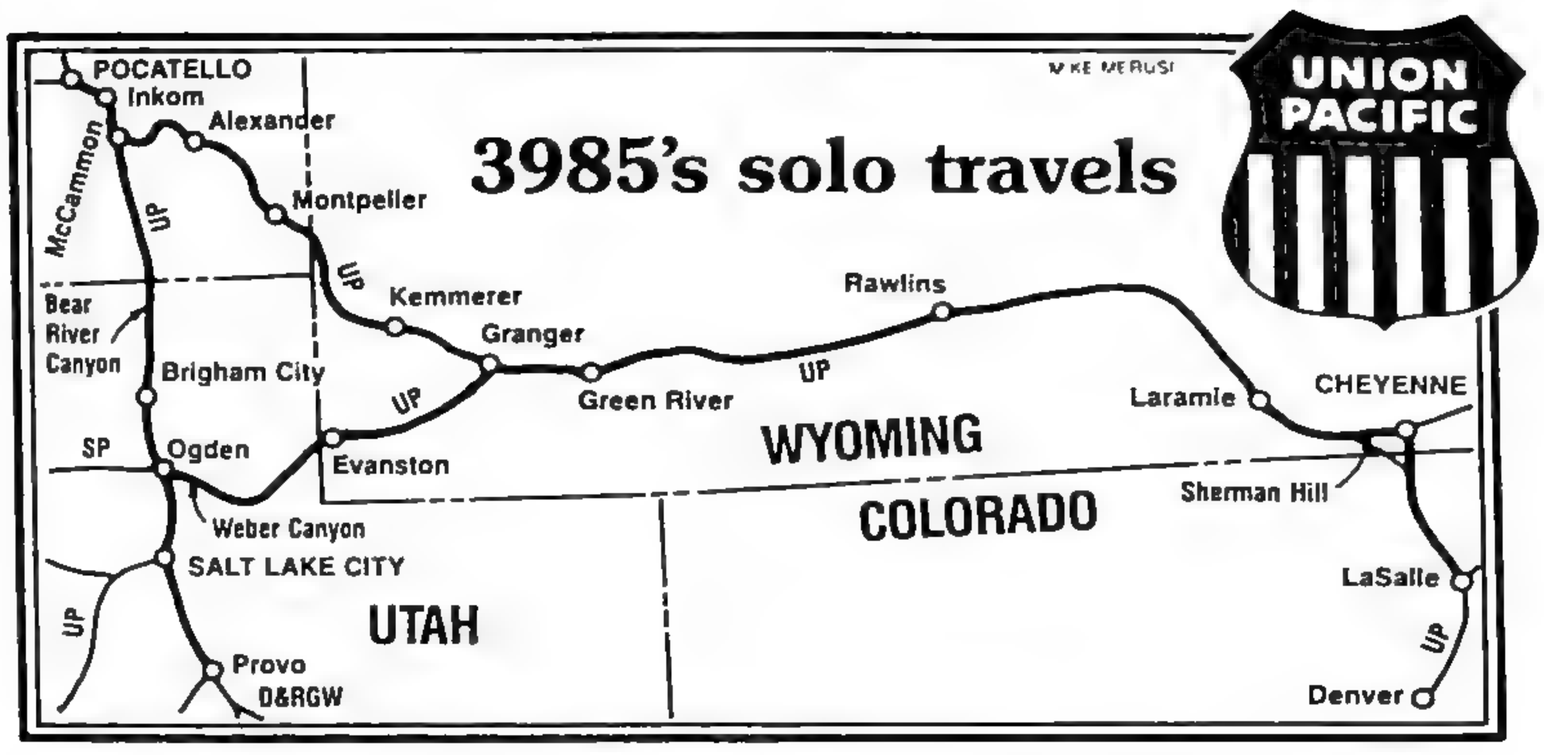
Indeed, it is said that the Challengers were known for their hearty appetite for coal when not steaming quite properly, and a light train behind a Super-Power engine usually makes for very inefficient firing. In steam days, the 3985 and bretheren would have had a choice of rapid-loading coal chutes such as Harriman, Laramie and Rock River between Cheyenne and Rawlins and would likely have stopped at at least one enroute. Today, however, careful planning must be made in advance to have coal and a clamshell crane in the proper place at the proper time.

Deep in the darkness of Hermosa Tunnel atop Sherman Hill, another problem which was to cause trouble later on became apparent: sparks. Riding behind the 3985 between Cheyenne and Laramie provided the dubious opportunity to experience first-hand the 3900s' trait most remembered by the men who worked them in regular service: cinders. The 3985 emits them in prodigious quantities, particularly when working upgrade or running with the blower on. (Steam-experienced observers noted that the 3985 was being supplied with crushed power plant coal, really too fine for proper burning in a locomotive; larger lump coal would likely make for much easier firing and drastically cut down on cinders and sparks.) On this trip, however, those of us trying for photos were virtually sandblasted whenever we dared stick our heads out of the open baggage car doorway. At the photo stop and Laramie the brooms came out to sweep the grit from the vestibules.

Westward from Rawlins, the 3985 gracefully stepped along at high speed the remaining 135 miles to Green River, Wyo., just as her designers had intended, though time lost due to delays between Laramie and Rawlins was largely not made up. Schedules for the steam movements are well-padded, however. "We always plan for something to go wrong," advised Lowell Turner, representing the Operating Department in Omaha, "because if we didn't, something would." Clearly, Murphy's Law has believers.

At Green River, the 3985 was taken to the enginehouse in an early evening downpour and later was moved inside,

UNION PACIFIC 3985



wi- it remained all night—much to the chagrin of those wishing to do some night photography. The Green River enginehouse, once part of a roundhouse of considerable size, is now little more than a three-stall running repair shed. It is, however, in far better physical condition than the one in Cheyenne.

On Thursday, the special left on time for Pocatello, "new" territory for the 3985, although the older 3800-series 4-6-6-4s roamed the Idaho Division regularly when steam was still common on the Union Pacific. Pocatello was easily made ahead of schedule, in spite of servicing stops at Kemmerer, Wyo., and Montpelier, Idaho. Scenery changed from the semi-arid barrenness of southern Wyoming to lush green rolling hills, trees and farmlands of southeastern Idaho. The big 3985 tackled the gently winding single track with ease.

Pocatello was the primary objective of this special steam operation, for that city was about to kick off its centennial celebration. Pocatello is very much built around the railroad, and the UP's presence there is heavy. Indeed, the coming of the rails of the UP's corporate predecessor Utah Northern and subsidiary Oregon Short Line were the very essence of Pocatello's beginnings. With the UP and the city having "grown together" over the years—as a billboard and pin-on buttons proclaimed—the UP decided to contribute to the celebration in no small way!

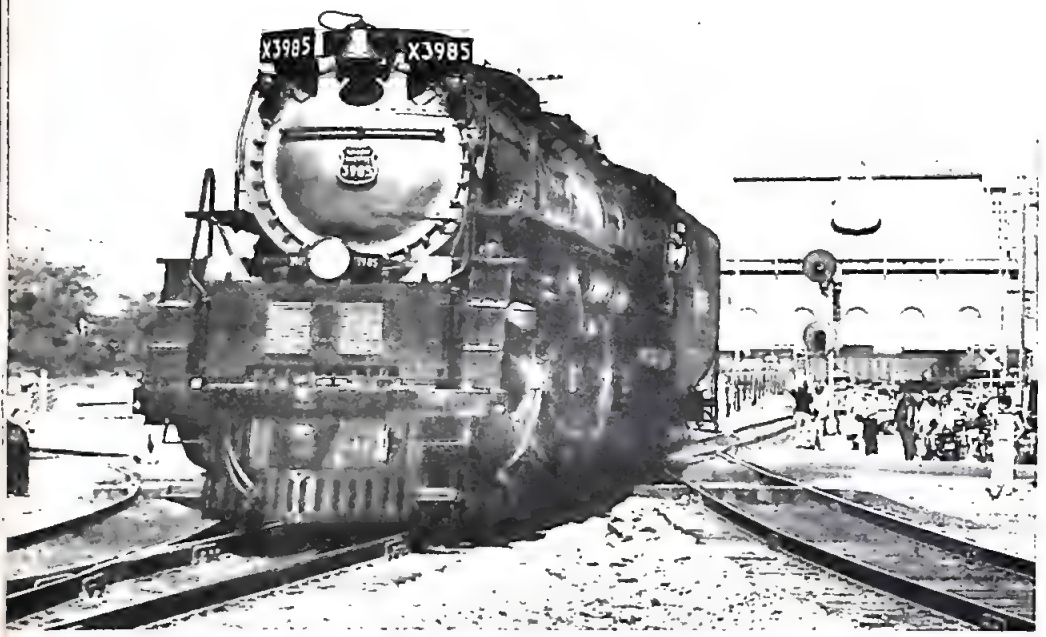
If one had not experienced or at least read about last year's Sacramento Railfair, one would scarcely believe that a railroad could still put on such a lavish and fine display of "public relations" and good ol' hospitality. On Saturday and Sunday, June 19-20, the UP held "Family Days" for its Pocatello-area employees and their families in conjunction with the centennial. There were UP T-shirts and hats for sale to employees and family, balloons and a ride on a miniature "train" around the parking lot for the kids—and lots of free food! The 3985 was on display for all to see and climb up into, and free rides were offered on UP's own push-pull train, with a GP40X locomotive at each end bracketing nine impeccable yellow passenger cars and running twelve miles down to Inkom and back, leaving every hour on the hour: on time, of course. But the "Surprise of the Trip Award" goes to a magnificent Union Pacific hot-air balloon—dwarfing even the 3985—emblazoned with the UP shield on one side and WE CAN HANDLE IT on the other. This effective advertising could be spotted blocks away.

On Sunday, Family Days was open to the general public, and we were treated to lots of free food literally placed into our hands as we walked by. The UP Quartet, an employee singing group, entertained the folks with lots of snappy music which included "Union Pacific" (yes, they have a *song*, too; maybe not as well-known as "Wabash Cannonball," but catchy!). "We're the Union Pacific, and we're gonna leave on time." Train rides with the push-pull ran from 8:00 a.m. to 1:00 p.m., and the public was invited. Free.

The biggest attraction on Sunday for the ardent 3985 fans was the "dignitary train" from Pocatello south to McCammon, Idaho, and back, a 46-mile round trip. The 3985 left the station platform right behind the push-pull train at 11:05 local time, with two dome cars, a box car, mechanical refrigerator and bay-window caboose in tow. The extra cars

GREG NAZAROW

D B HARROP



THE RUN TO SALT LAKE CITY found the 3985 dwarfed by the Bear River Canyon trestle (right) on June 21. After her passenger run on June 26, the 3985 turned on the wye (above) at Salt Lake City to be ready for Sunday's run to Provo.

tucked in behind the domes served only for braking power, and the caboose was for the regular crew. The strange assemblage steamed to McCammon, where a wye was available. The McCammon wye is built between the old Oregon Short Line main to Granger, Wyo., and the old Utah Northern line to Salt Lake. The sharp leg between the lines was heavily greased to ensure the safe back-up passage of the long-legged Challenger.

Upon the train's return north to Inkom, 12½ miles out from Pocatello, the dignitaries boarded. Among them were UP President John Kenefick, Idaho Governor John Evans and other UP and Pocatello city officials.

Following the return to Pocatello, there was a barbeque and other festivities at the trackside city park. Flanked by old UP 2-8-2 2005 and an Oregon Short Line wooden caboose on display in the park on one side and UP's first (1947) hump yard on the other, President Kenefick made some brief remarks indicating that the UP was proud to be of service to Idaho industry and the state's famous potatoes: "Some may complain about our rates," he noted, "but we believe we are providing a good transportation service." In truth, the UP, caught in a severe downturn of traffic due to the recession, is offering some substantial rate incentives to lure more business back onto the rails. Kenefick also commented on the intertwined development of Pocatello and southeastern Idaho along with the railroad. Pocatello was put on the map in 1882, for it was that year when the Oregon Short Line was pushed through, making nearby McCammon the junction point with the Utah Northern. The UP subsequently decided to construct a terminal at Pocatello. However, it wasn't until 1886 when the road's shops at Eagle Rock (now called Idaho Falls) were moved to Pocatello, that it became a significant terminal on the line, Further infusion of construction capital built the hump yard in 1947, and a large-scale renovation of the shop facilities came in the early 1970s. Pocatello is a true railroad town; the UP is its largest employer.

Salt Lake City

On Monday morning, 3985 embarked on the 170-mile run to Salt Lake City, where it was scheduled to lay over four days prior to running two excursions from Salt Lake to Provo for the Promontory Chapter NRHS, one round trip each day on Saturday and Sunday, June 26-27.

This segment of the run was scheduled at a heavily padded eight hours, and the engine's actual running time was far less. It ran flawlessly to Salt Lake, literally scorching along! Scenic Bear River Canyon at Cutler Dam was the highlight of the run—indeed, one of the premier photo scenes of the entire trip from Cheyenne. Although the train arrived before the sun could swing around quite far enough to make the assembled contingent of photographers totally happy after diligently hiking in and climbing the steep hillside, the view with a tunnel bored through solid rock followed by a curving, stout steel trestle made quite a sight with a 122-foot 4-6-6-4 clinging to the twisting rails at just 12 m.p.h. This, too, was new mileage for the 3985 and, indeed, unlikely territory in which to find a long articulated operating in any era!

Following a stop of about an hour at Brigham City, Utah, for full servicing, the engine whistled off for the last short leg into Ogden and on to Salt Lake.

As the engine passed through some dry territory in Idaho and especially Utah, it was discovered that the 3985 has a propensity for setting brush fires along the right-of-way. Fortunately, southeastern Wyoming had received a good soaking the day before the departure from Cheyenne, but down in Utah it was another matter. Hot Springs, for example, was made a little hotter when the engine set off a particularly bad fire which required the services of the local fire company to extinguish. Again on the following Saturday, the engine reportedly set off some bad ones while running the excursion train. As a result of this problem, the UP has tentatively decided that future outings of the Challenger will be limited to the Wyoming area, or at least it will not be permitted to operate where fire danger is deemed high. (An alternate solution would be conversion to oil, a possibility that the UP is certain to mull over, according to communications with Omaha. However, such an expense must be justified by the expectation of continued regular use of the engine.)

Hopefully, by taking the proper precautions and perhaps trying larger-size coal, the 3985 will not suffer premature semi-retirement. Apparently this fire-setting problem attributed to one of the coal-fired Challengers is not a new one, as it reportedly caused some headaches during their years in regular service as

GREG NAZARIAN

UNION PACIFIC 3985

WILLIAM BOTKIN

Operating Steam Locomotive," and they easily sold out the 14-car all-UP-yellow streamlined passenger train for the round trips to Provo on Saturday and Sunday. It's 46 miles one way from Salt Lake City to Provo, and the Challenger made easy work of the train at the 40-m.p.h. pace. The weather was great and the photography was excellent—if you could get a shot without including the throngs of people who seemed to be everywhere trackside. Photo runbys even provided good picture-taking possibilities for the train riders. The handsome UP streamliner was by far the best-looking consist yet to be coupled behind the 3985, from its railfan baggage car up front to the single dome bringing up the rear.

On Monday, June 28, the 3985 took its ferry-move consist of baggage car, sleeper *Cabarton*, mess/bunk car, four boxcars and caboose eastward up Weber Canyon at a 50-m.p.h. clip, and the adjacent four-lane highway saw a heavy motorcade of photographers. She spent the night at Green River and returned to Cheyenne on Tuesday afternoon.

Asked about the performance of the locomotive, the crew gave the 3985 high marks, and they appreciated the smooth ride for which the "super" Challengers were noted. It can be safely said that the 3985's first big solo outing was a mechanical and railfan success, although the railroad took a public relations licking in the local and even national level.

D B HARROP

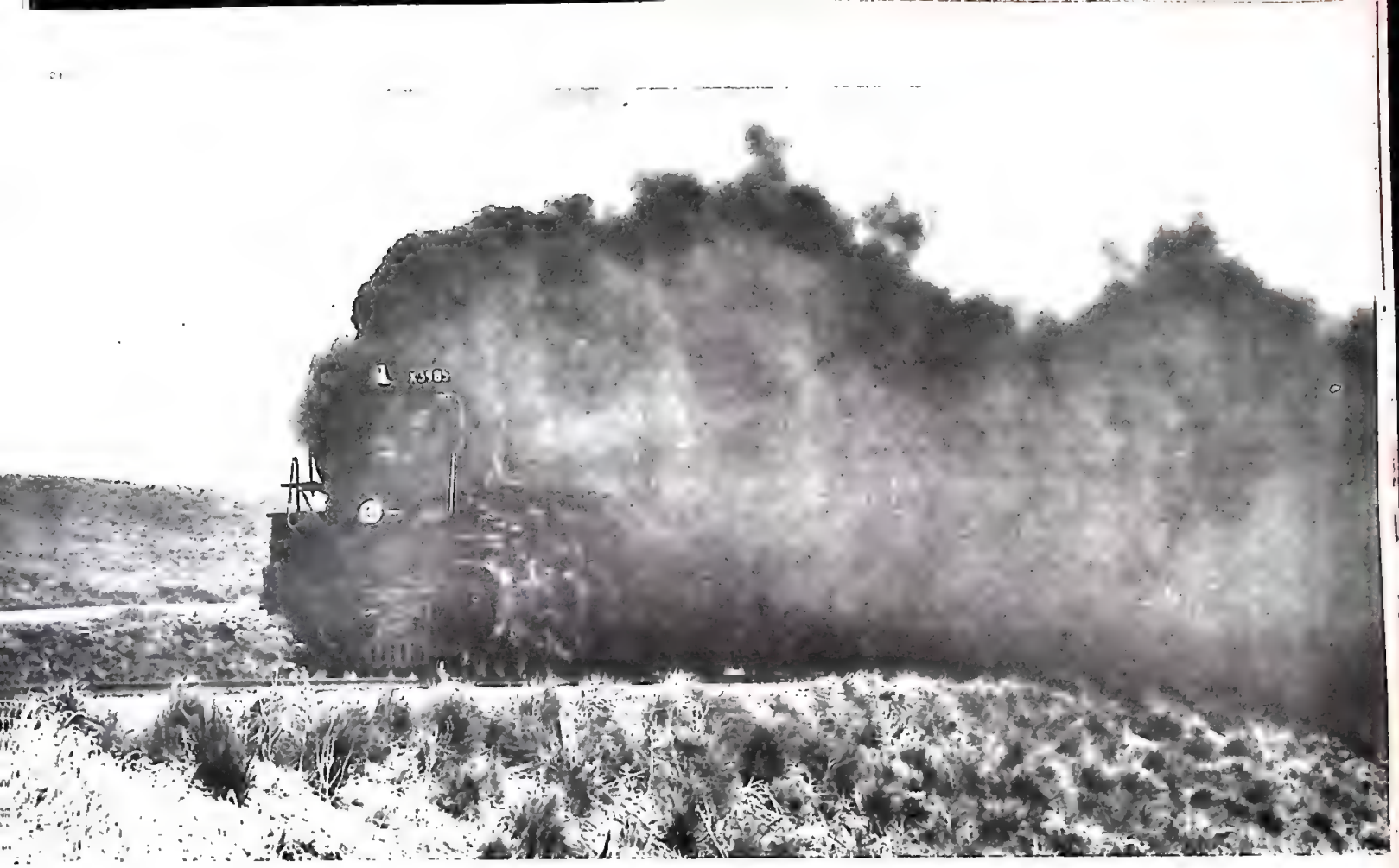
well. Several methods were tried in an attempt to mitigate the problem, but none proved entirely satisfactory from a maintenance standpoint.

Although I would have preferred to stay around for the Salt Lake City excursions, job and home dictated one last shot at the Challenger before some quick *Rio Grande Zephyr* photography and a return eastward. My final 3985 photo was made at the stretch of test catenary the UP has set up between Ogden and Salt Lake (the road is testing various types of catenary and poles, and although it is capable of being energized, there is no motive power being tested there). It provided for an unusual last look at the 3985 for me.

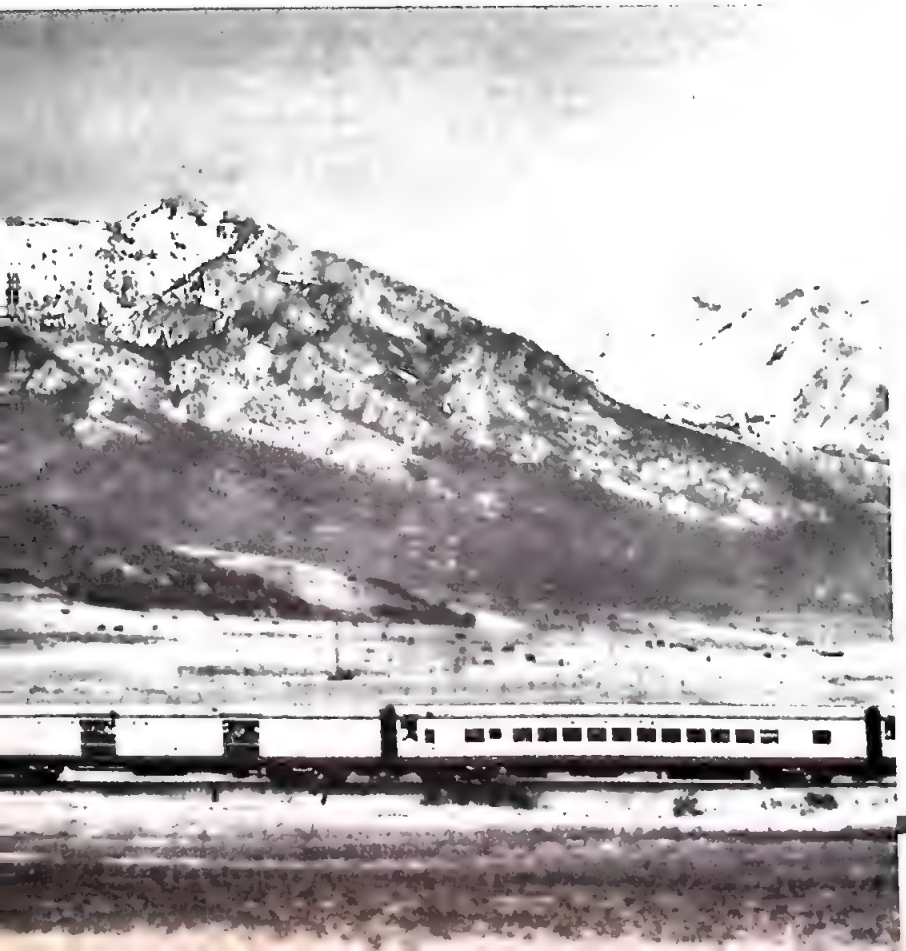
The NRHS excursions

The Promontory Chapter NRHS had the honor of offering the first public excursions behind "The World's Largest

UNION PACIFIC 3985



THE IMAGES CREATED by the 3985's solo outings in June and July range from the crisp broadside (**below**) against the Wahsatch peaks near Alpine, Utah, on June 26 to the smoky drifting at 60 m.p.h. out of Alexander, Idaho, en route to Pocatello on June 17 (**above**) or the classic main line romp eastbound up Sherman Hill (**left**) on July 11 after displaying at Laramie.



tional press for the trackside fires.

This seems to be a problem that can be worked out, however, and if the railroad's attitude needs to be judged, consider that just two weeks after its return to Cheyenne, the 3985 was called for duty once again. A short-notice request by the Public Relations Department to have the Challenger run over Sherman Hill to Laramie for "Family Days" on the July 10-11 weekend was granted—creating an unexpected bonus for those attending the NRHS Denver convention who heard about the move in time to get to Cheyenne for the July 9 departure. It set no reported fires and drew a good crowd of "locals" at Laramie, while sister engine 8444 handled the NRHS excursion train to Sterling, Colo., the following week. Fresh from a thorough overhaul, the oil-fired 4-8-4 will undoubtedly continue to be the UP's favorite excursion engine. As for the future of the Challenger, we'll all just have to wait and see.

Amtrak vs the Bray Boulder

A passenger relates what happened when Amtrak's northbound *Coast Starlight* struck a boulder in northern California in March 1982.

by F. Tepper

F. TEPPER

THE YELLOW FLAMES of the burning locomotive reflect off the sides of the Superliners at dawn.

MONDAY, 8 MARCH 1982. Something must have awakened me; I was aware of a very rapid but smooth deceleration and stop. The ventilator fans in my Economy Room stopped immediately. It was dark outside, and we were in wilderness country. I had felt no bumping or swaying of the car, so I assumed we had not hit an automobile. Then I noticed a faint petroleum smell (not gasoline) and heard running footsteps in the hallway. The lights in my room were not functional, but my penlight showed it was 0515 hours. I got dressed and went downstairs to investigate. The porter wasn't quite dressed yet, but the dining car attendant was dressed and had all the available information: our engine had struck a five-foot-high boulder on the tracks, had derailed and was on fire.

We could see fire up ahead and could smell kerosene-like smoke from the vestibule door window, but the train alignment along a slight curve to the right seemed to indicate that nothing was seriously derailed. I was told nobody was hurt, but later we heard the fireman was lying down in the dorm car with a hurt ankle and the engineer was walking and talking with back pain. Block signal 3830 was red just outside the Superliner sleeper. We were near the California-Oregon border, "an hour south of Klamath Falls," aboard northbound Amtrak No. 14, the *Coast Starlight*. We watched the engine fire and noticed small track-level fires ahead. Then the second engine started up and sounded its horn, but nothing happened. I couldn't figure out why they were running the engine if unable to pull back away from the burning engine.

Finally one of the trainmen opened the door and I detrained and walked to the rear of the train. It was beginning to get light. The track was parallel behind the train, but an undulation was evident about thirty yards back. Closer investigation revealed the ties between the tracks were shattered, and shredded wood was between the rails. The left rail was fractured and separated about an inch but was in good alignment. A section of air hose was seen near the right rail in the huge divot area of disruption and rail elevation. I saw no significant rock fragments at trackside, but here and there was seen a piece of rock bigger than roadbed gravel. About twenty yards behind the major tie disruption there was a little disruption in the gravel in the roadbed between the ties, and immediately up the steep hillside to the left was evidence of a scraping by the loosened boulder for some thirty yards.

It was just light enough for my A.S.A.-400 film, so I took some pictures and then went to my room with my suitcase and packed in case we needed to detrain later. The Forest Service four-wheel-drive fire trucks had arrived along with a Southern Pacific Police Blazer. The "official" time for hitting the boulder was listed at 0505.

0705: IMPACT PLUS TWO HOURS. I was writing in my diary and having coffee. Power had been re-established to the cars and things were functioning. My neighbor said he had awakened at 0600 and couldn't figure out why we were not moving, so he got up at 0700 to investigate the delay. My conclusion is that the engine struck the boulder, derailed twenty yards later where the track is torn up, then skidded down the tracks over two hundred yards before stopping at a slight curve. The fuel tanks must have broken and caught fire. The track fires were probably fuel-soaked shredded tie fibers that ignited. What happened to the boulder? I had no idea.

Communication seems to be a problem, and I heard on a CB that the Forest Service radio was being used for communication. I guess the train transmitter was in the point engine. Rumor had it that we would probably be bussed to our

destinations, but getting out of here to a bus access area may be a problem. A derailed, burning engine ahead and disrupted track behind precludes our second engine—or any other engine—from moving the cars anywhere. I went back downstairs again at 0735. The door was now closed but the window was open. Men were clearing the tie debris from behind, and there were pounding sounds coming from the engine area ahead. There was no more smoke or fire, but occasionally steam and water could be seen. This was when the Forest Service would flush the engine that had been on fire and was obviously still very hot. The bar attendant walked by outside, and I mentioned the engine alignment looked good; he said the trucks were back on the track but were inoperable. I reasoned if the wheels could be disengaged it could be pushed or pulled to a siding, disconnected, and we could continue on our way. (*Anything* but a bus ride. Nobody I talked with in the sleeper wanted a bus transfer, and all preferred a delayed train ride over a prompt bus ride.)

0805: IMPACT PLUS THREE HOURS. Three blasts from the second engine's horn occurred at 0835 and heralded our slowly backing a few yards and then stopping. The burned F40, 284, now stood alone. A packet of ties had been brought up from behind, and a crane was allegedly coming from Klamath Falls to remove the disabled engine from our path, but no final decision had been made as to our future. They had the choice of (1) replacing the track behind and backing five miles to bus access at Bray siding, or (2) removing the lead engine and proceeding forward 50 miles to Klamath Falls to get a freight engine to assist on our northward run.

0905: IMPACT PLUS FOUR HOURS. I feel fortunate for the seclusion of the Economy Room. The passengers appear calm, the dining room is busy, nothing has appeared on the curved track section ahead from Klamath Falls, and the track crew is busily replacing ties in the roadbed behind. I am impressed at how rapidly track repairs have been initiated. An overhead announcement is made at 0910 that in 20 minutes we will back up to Bray and busses will arrive there at approximately 1030 to transfer passengers to their destinations. I am not happy about the decision of bus transfer.

A work train appeared at 0935 from Klamath Falls, and we all hoped for a reversal of the bussing decision. We very slowly backed across the repaired damaged track area at 0945, then picked up some speed and slowly curved through an impressive rock cut (which prevented the engineer from seeing sooner the offending boulder, I'm sure), then we entered the Bray siding complex.

Overhead announcements at 1045 instructed us as to bus assignments. I left my room and walked forward through the train while most of the passengers walked with their luggage at trackside. I asked the Espee detective sitting in the diner how far Bray was from Klamath Falls, and he said 45 miles.

1105: IMPACT PLUS SIX HOURS. The first two busses departed for Klamath Falls, Chemult, Eugene, Albany and Salem. Two more busses would be arriving at 1110 for those of us going to points north of Salem. We had been told that we had no option to remain with the train, and must take the bus to our destinations. The train conductor boarded the bus I was on and apologized for the inconvenience, explaining that three large rock fragments remained under the point engine, which is lifted above the tracks. The engine had fortunately ridden the large, fragmented boulder, which remained between the rails, until the train stopped. This would explain why there were no boulder fragments of any size at trackside and why the shreds of ties were distributed between the rails forward of the apparent impact site and after the big divot where the engine had apparently "humped" the boulder. Fortunately, the engine had not overturned, but I imagine the engineer and the fireman had a frightful ride, although the passengers sustained a smooth deceleration.

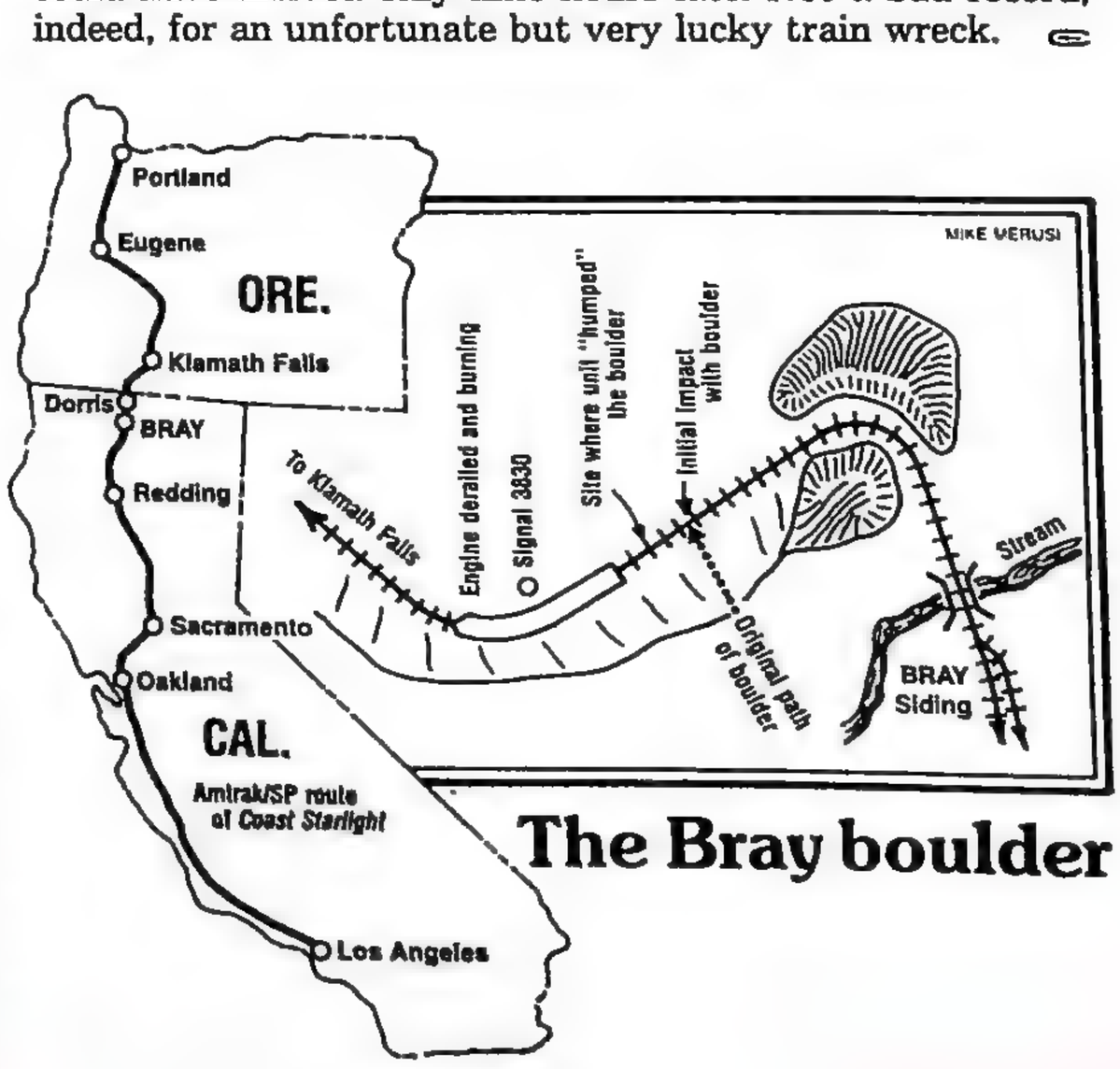
1405: IMPACT PLUS NINE HOURS. I finished diagramming the recapitulation of the train wreck in my diary while riding on the bus.

1605: IMPACT PLUS ELEVEN HOURS. We had eaten at the Wheel Cafe in Chemult and were waiting for completion of bus boarding. The people across the aisle had obtained a newspaper, the Klamath Falls *Herald and News.* Headlines stated: AMTRAK HIT BY BOULDER. It went on: ". . . 25 miles south of Dorris (California) . . . Five foot boulder slid 85 feet onto track . . . train travelled 1116 feet after hitting boulder . . . three of four axles on engine derailed . . . estimate clearing of track by 1:00 p.m."

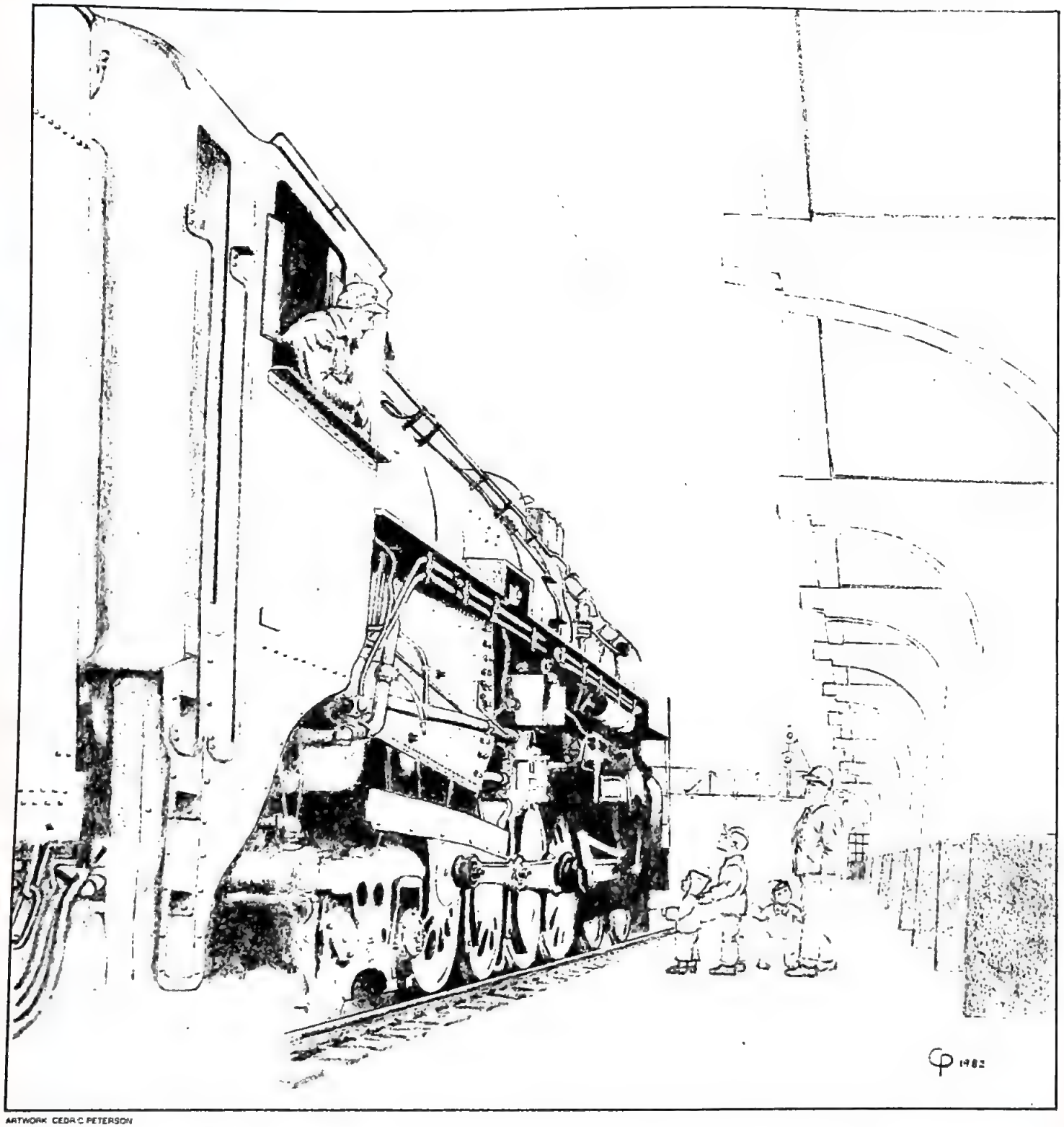
Those of us in First Class sleeper accommodations on the train are still convinced we should have had the opportunity to stay with the train.

1805: IMPACT PLUS 13 HOURS. We entered Eugene metropolitan area and soon stopped at the Eugene railroad station to allow two trainmen to get off the bus. The southbound *Coast Starlight* was in the station, and it was announced that our train is approximately two hours behind the bus. Now we knew we should have stayed on the train! The northbound bus and southbound train departed Eugene at the same time. The track is obviously open.

We arrived in Portland Union Station by bus some seven hours later than our scheduled train arrival time. Our train could have arrived only nine hours late. Not a bad record, indeed, for an unfortunate but very lucky train wreck.



The Bray boulder



ARTWORK CEDRIC PETERSON

Thanks, Dad

by Rory, Cedric and Kurt Peterson

As steam power played out its swan song, Dad's devotion to a young family was unflagging. He stayed at home, supervising a houseful of kids while steam stormed the last citadels on Sherman Hill, Horseshoe Curve and the New River Gorge. And then, all too soon, it was over.

One of the primary benefits of fatherhood is the opportunity to perpetuate yourself and instill in your children a sense of that which is good. In the late 1950s, when the Chicago, Burlington & Quincy

ROY PETERSON

started running steam excursions, Dad saw his chance to influence us. Time after time, if there was a trip coming up he'd target his disposable income on buying tickets, so that the joy of his youth could become the joy of ours.

Plainly speaking, our generation has never known the appeal of the steam locomotive. In a world of shelf-model diesel-electrics, the cry of a steam whistle and the clanking siderods seem all but unknown. From this vantage point, it is apparent that Dad had no intention of his kids growing up so close to the steam era but yet never experiencing or sharing his attraction to the romance of steam. It was this notion which caused Dad to patronize these excursions, letting us ride with him in the slatted-door baggage car. It would have been easy for him to take the trips alone, saving himself the expense and the responsibility. He had no sympathy for such a thought. A sacrifice made for youth can be seen as an investment in the future.

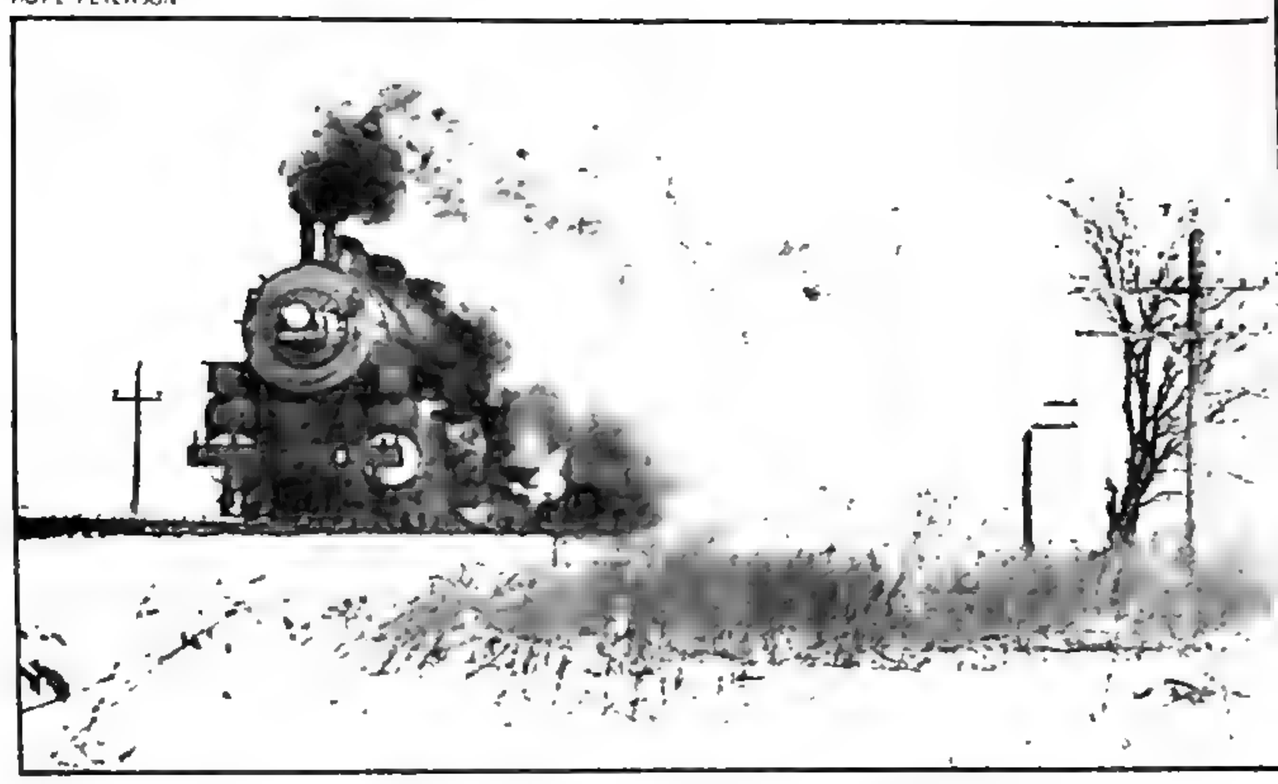
Dad was not independently wealthy. He never took time off for vacation. Supporting a family numbering eleven in all commanded the utmost of his resources. At any price, is it worthwhile to impart to your children an appreciation of what had meant so much in your youth? Dad thought so. But it went beyond ticket prices: children need to be held, they are continually begging for souvenirs, they tire easily, and they require close supervision. A rollicking, moving train is no place for an unsupervised child. But Dad, with abundant patience, understood.

On June 17, 1966, the inevitable happened. The Burlington ran a "Farewell To Steam" excursion behind the last of their serviceable power. On the return leg, we de-trained at Aurora, Illinois, and watching the veteran 4-8-4 march dramatically out of town. The collective emotion evident was one of great sadness. Dad's pained expression reflected the sorrow. With a breaking voice, he spoke of no hopes of future steam excursions.

Though the total extinction of steam in Chicago was not yet complete, a few later trips on the Grand Trunk Western would serve to close out an era. As youngsters, we came to eventually appreciate the bleat of an air horn and the growl of a prime mover, but Dad's urges had become a part of us. We, too, are smitten. As it was in Dad's day, we have become captive to that laboring exhaust . . . that billowing plume . . . that alluring flash of side rods . . . and that mournful whistle.

As we grew to maturity, bought cars and acquired greater mobility, we carried our pursuit of main line steam-powered fantrips out to all points of the compass. Dad must have noticed that the seeds, planted in the innocence of youth, have now fully blossomed in maturity. But does he realize our thankfulness for his gift of such a rewarding, soul-satisfying avocation?

ROY L. PETERSON

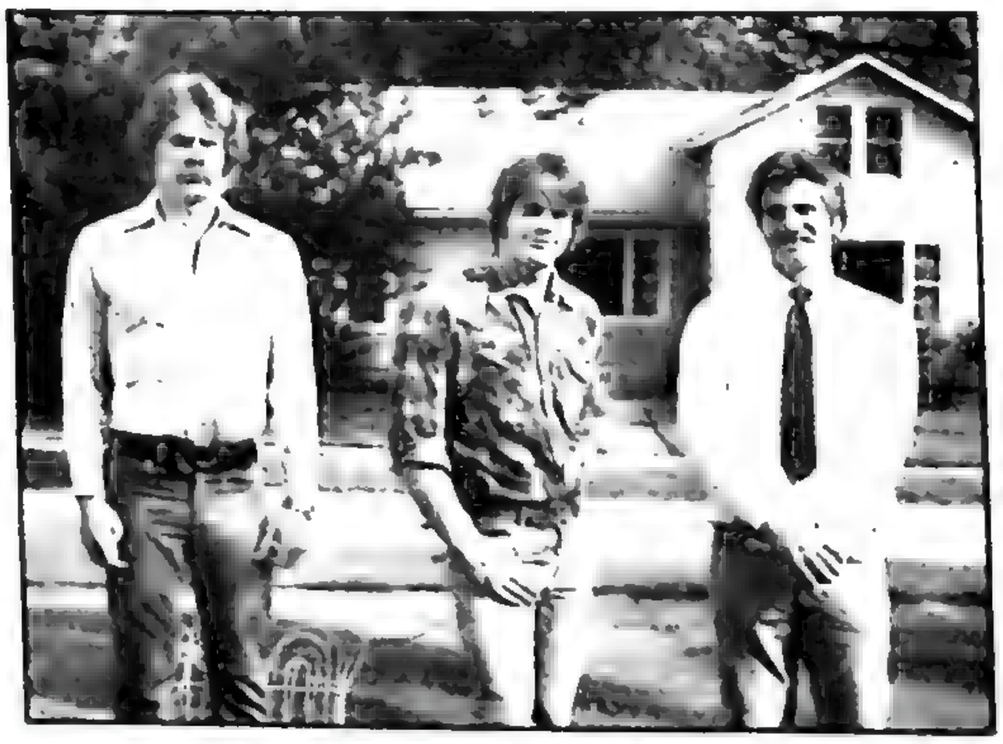


ROY PETERSON shot this C&NW Class E 4-6-2 1576 on No. 517, the *Madison Flyer*, on December 29, 1938.

Now Dad's pace is slower, and he's retired on a fixed income. For him, the frenzied rigors of locomotive chasing are no longer in order. But the torch has been passed. That part of Dad will be with us always, hanging out the baggage car door as we lean into a curve at high speed—or at trackside, feeling the ground shake as a steam locomotive thunders upgrade. We owe it all to him.

There are those outside of the kindred spirit who cannot understand driving 1,800 miles to ride behind a steam locomotive. Even Mom doesn't understand. But Dad understands, Like always.

In addition to all you have given us, thanks for instilling in us this magnificent obsession, this love of a locomotive. We are eternally grateful. Thanks Dad.



THE THREE PETERSON BROTHERS, Kurt, Cedric and Rory (l to r) became railfans like their dad, Roy.

TRANSIT CURRENTS

Toronto to retire its PCCs

Brian Nickle of Stratford, Ontario, reports the following: In mid-July 1982, the Toronto Transit Commission announced plans to retire their surviving fleet of 225 PCC streetcars over the next two years. Toronto, which has had the PCCs working in its streets since 1938, once boasted the largest fleet of such vehicles in the world during the early 1950s! For its future streetcar needs, the TTC will rely on its current roster of nearly 200 Canadian Light Rail Vehicles and is carefully studying a new articulated version of the CLRV which has been developed by the government-owned Urban Transportation Development Corporation at Kingston, Ontario. When Toronto's last PCC is retired, it will truly be the end of an era in Canada.

WMATA maintenance problems

Maintenance problems are plaguing the Washington Metrorail service. In fiscal 1981, 98.5% of scheduled Metrorail trips were completed; by January 1982, the rate had dropped to 96%. There are some ups and downs in the reliability rate, but ever since the accident in Washington last January, equipment is being treated more carefully; because Metro treats each mishap as an emergency, delays are inevitable.

Some of the problems are associated with the new technology; 14% of the 710 breakdowns in April 1982 were caused by difficulties with the computer-based automatic train control communications gear. Eighteen percent were traced to failures in the logic packages that determine how much power reaches the motors during acceleration and deceleration. Twenty-two percent of the April breakdowns were related to brakes and 6% to traction motors. Metrorail has had great difficulty finding brakes that don't smoke or squeal (my ears still remember the tuneful glass-shattering brake noise of the winter of 1980-81). Some of the new disk brakes smoke so badly that passengers and others are afraid that there is a fire under the train.

Basic parts are failing in the traction motors. Instead of lasting the 30-year lifespan of the Metrorail cars, they are beginning to fail at about 60,000 miles of service, or approximately one year of use. Cracks have developed in the commutator, and the banding that holds them in place has proven too weak. Westinghouse, which supplied the motors, is promising restitution.

The Brentwood shops between Union Station and Rhode Island Avenue now do all the Metrorail work. A new yard in Alexandria for light maintenance, which should open in September 1982, should relieve some of the pressure on Brentwood, which was intended to be a heavy rail maintenance facility only. Ray Saunders supplied the above information.

Some of my friends at Metrorail who have supplied information about the system are praying that the new cars from Breda Costruzioni Ferroviarie will work better. The Metro System, they fear, may actually be discouraging some patronage because of a perceived growth in unreliability. Even so, the Washington Metro is well worth a visit.

News from Chicago

From Chicago, Steve Scalzo writes that the last two old ICG electric suburban cars (1374 and 1388) were sold on July 27, 1982, to Cobin Scrap Metal Company at Dowell, Illinois. They were trailer cars that had been used in southern Illinois and Kentucky for the last two years to transport track gangs. These cars lasted longer than the others, most of which were sold for scrap to the Birmingham Scrap & Metal Company in Birmingham, Alabama. There are still two motor cars of the old fleet on the roster as snow plows.

The City of Chicago announced that part of the Jackson Park Elevated Line, which had been closed from 61st Street to Stony Island Avenue, would be reopened by Christmas. Reopening the line is part of a $40 million redevelopment program along the 63rd Street corridor. The el stations at King Drive, Cottage Grove and University were closed in March 1982 when the Dorchester Avenue bridge over the ICG tracks was closed because of structural problems. Service was terminated at 61st Street because beyond that point, up to the Stony Island Avenue terminal of the Jackson Park Line, there were no crossovers to reverse the trains. While the fate of the 90-year-old Dorchester Bridge continues under study, the terminal may remain at University; if so, some additional bus service will be offered to link that station with areas formerly served by the Stony Island station.

SEPTA's new cars

Some detailed information on the new subway cars for Philadelphia's Broad Street line was sent by John McLaughlin. The new cars will certainly brighten the Broad Street subway and be a welcome addition to Philadelphia's transportation equipment. The stainless steel cars, dubbed B-IV, are being built by Kawasaki Heavy Industries, Ltd., of Japan and assembled at the Boeing Vertol plant in Delaware County. The 76 single-end cars and 49 double-end cars ordered will be equipped with air-suspension trucks, air conditioning, internal and external public address systems, and radio communication between the SEPTA dispatcher and the train crews.

The new cars resemble the Market/Frankford Subway-Elevated cars of the late '50s, but with some significant differences: The crew cabs are the full width of the car and there are windows so passengers and crew can see one another. The doors are equipped with bell alarms to inform passengers when they are about to close. There is considerable sound-proofing in the cars to reduce inside noise. The motorman controls the destination signs on the front and side of each car.

While the prime contractor was Japanese, American firms are supplying air conditioning, air compressors, air brake and cab controls, couplers, trucks, lights, destination signs, doors and door controls, seats, and public address and intercom systems.

The top speed of the B-IV cars is 55 m.p.h., topping the 48-m.p.h. speed of the old cars. The new cars accelerate at 3 miles per hour per second compared with the 1.5 miles per hour per second of the old cars. At maximum service braking, the B-IV cars have a rate of 3 miles per hour per second compared with the 1.5 miles per hour per second rate of the old cars; in the emergency mode, the B-IVs check in at 3.2 miles per hour per second and the old cars at 1.8 miles per hour per second. The power consumption of the B-IVs is 5.75 kwh/cm vs. the 8 kwh/cm of the old cars.

The new cars should be able to do a round trip from Fern Rock to Pattison Avenue and back to Fern Rock in 57 minutes; the old cars made the trip in 68 minutes. The single-end B-IV cars weigh in at 70,600 lbs. and the double-end cars at 72,450 lbs.

San Diego troubles

The San Diego Trolley operates on 12th Street and on C Street in downtown San Diego. The layout is double track on both streets but, because of the narrowness of C Street and the current use of that street by automobiles, San Diego trolleys only use one track.

Robert J. Swan informs us that the Metropolitan Transit Development Board has a real dilemma on its hands. Double tracking of the trolley line outside of the center city is almost complete. There is also a need to up the frequency of trolley service to 15-minute headways from the current 20-minute headways. Consultants have recommended that the street be closed off to automotive traffic and be made into a trolley mall.

Boston improvements

The completion of track reconstruction work in Boston permitted restoration of full streetcar service for the Cleveland Circle-Government Center portion of the Green Line in September 1982. One hundred percent of the service on the Cleveland Circle, Boston College and Riverside Lines will be by the light rail vehicles starting in September. Additional service is being offered on the Arborway streetcar line; cars will operate from Heath Street and Northeastern University to downtown Boston. Major improvements in MBTA rail and bus service took place with the start of the fall schedule on September 11.

Montreal commuter service

Montreal commuter rail services have been operated by the Canadian National Railway and the CP Rail segment of Canadian Pacific Limited. The CN operation is the only electrified commuter rail service offered in recent years in Canada. In the last decade or so the losses suffered by both CP and CN were sufficient that maintaining or renewing track and equipment was out of the question, except for absolute necessities. According to our correspondent, S. S. Worthen, in 1979 both railways announced that the operations would be gradually reduced and finally discontinued, barring some agreement with the Quebec Ministry of Transport. That agreement was reached on February 25, 1982. CN will integrate the operation of its Montreal-Cartierville/Deux-Montagnes suburban operation into the Montreal Urban Community

BRIAN C. NICKLE

By 1984, scenes like this of two TTC PCCs meeting on Queen St. in downtown Toronto (taken in 1980) will no longer be possible, as plans have been announced to retire all PCCs by then.

Transit Commission; that commission regulates transportation in Montreal and its suburbs. As a result there will be more electrically-operated trains offering service to commuters. Beginning July 1, 1982, CN is operating 28 trains daily as opposed to 18 prior to the agreement.

The diesel-powered CP rail commuter service from Montreal (Windsor Station-Vaudreuil/Rigaud) will be continued, and it is expected that the arrangement will be reached by Labor Day 1982. Under the probable agreement, CP Rail will run 15 trains as opposed to eleven trains prior to the negotiations.

Los Angeles controversy

In the Nothing-Goes-Very-Smoothly-Anymore Department, both Roger Jenkins and Richard Stromme have provided information and commentary on the proposal to, in effect, rebuild parts of the old Pacific Electric network in Los Angeles. There is some question over whether or not the line from Los Angeles to Long Beach should be the first constructed or if it should be constructed at all. There is also a question whether portions of the line should be elevated or if grade separation should be provided by highway underpasses. Elected officials seem puzzled and disturbed by the reports and activities of bureaucrats, planners and consultants. The situation in Los Angeles will probably remain up in the air for awhile.

Pittsburgh progress

Major electric railroading progress is being made in Pittsburgh. On January 4, 1982, portions of 6th and Liberty Avenues were closed in downtown Pittsburgh to allow construction of the city's new light rail subway. Construction of the Midtown Plaza Station has been under way since last fall. It is opposite the William Penn Hotel on an abandoned railroad tunnel which will be used by the streetcars to reach the Panhandle Railroad Bridge over the Monongahela River. The bridge will take the light rail cars to the existing Mount Washington transit tunnel on a path totally devoid of auto traffic. Subway stations for the light rail line will be built at 6th Avenue and Wood Streets and at Liberty and Stanwix in the Gateway Center. A loop will permit the PCC cars to turn, and another loop will be built at the Amtrak passenger station; about one third of the cars will terminate there instead of at Gateway Center.

Port Authority Transit is also manufacturing some "new" cars in the South Hills car house from parts salvaged from wrecked PCC cars of the 1700-series. Interested parties should look for numbers 4000 and 4001. Perhaps they should be dubbed Lazarus cars.

Flashes

The experiment with low fares on certain parts of the **ILLINOIS CENTRAL GULF** electric commuter system in Chicago has apparently been successful. Beginning March 1, 1982, the ICG cut its fares between downtown and 91st. Street on the South Chicago branch by 34-to-47%. One-way fares were set at $1.35 from the South Chicago, South Shore and Hyde Park neighborhoods. Regular commuters may buy a monthly pass and ride for $1.07 versus 90¢ on CTA buses. South Chicago Branch ridership increased by 46% in five months, and Hyde Park ridership went up by 23%.

The first five production cars for the **SOUTH SHORE RAILROAD** were received in Michigan City, Indiana, from the General Electric assembly plant at Cleveland on September 3, 1982. The cars were delivered without air compressors, due to the WABCO strike early in the year. It was hoped that the compressors would arrive by the end of September and that the new cars could be in operation by the end of October.

The sudden death of Congressman Adam Benjamin of the first district of Indiana, which is in the northwestern corner of the state, is a blow to all transit. Rail transit will suffer because, as chairman of the powerful transportation subcommittee of the appropriations committee, Adam Benjamin could see that money was moved where it was needed to keep rail projects moving. He was enormously helpful to the Northern Indiana Commuter Transportation District in keeping the South Shore project moving.

SAN FRANCISCO is celebrating BART's tenth birthday. This year shows an estimated 56 million riders, a new computer control system coming on line, new cars ordered and a fairly extensive express bus service to feed BART stations.

From **SEATTLE**, W.R. Stanley informs us of exciting transit news concerning the test of a Renault trolleybus that can operate on its own diesel engine or from overhead wires. It may help attract more attention to electric traction for transit. Better yet, the Seattle waterfront trolley is taking in so much cash that the fareboxes have had to be enlarged to carry more money!

Serious consideration is being given by the **SAN FRANCISCO** Board of Supervisors to revise the 1968 Market Street Beautification Plan and to retain the streetcars on the surface of Market Street between Civic Center and the Embarcadero. Track renovation would be needed for the new Market Street F line if it is implemented.

In **PORTLAND**, Oregon, the new light rail line will use the self-service fare collection system. The system will first be tried out on buses beginning in September 1982. The aim is to have the public familiar with the new fare-collection system by the time rail service starts in 1985.

Dave Gunn, the **SEPTA** general manager, questions the value of the new downtown commuter train tunnel linking Suburban Station with the former Reading Company lines north of Reading Terminal. Henry Korman sends us news that the $325 million tunnel to provide through routing for the electric commuter trains in the Philadelphia area may be finished by early 1984. Reportedly, Gunn feels that the money would have been better spent fixing up the rail lines already in place with important capital upgrading of tracks, signals and bridges.

The old **PHILADELPHIA WESTERN** terminal at Main and Swede Streets in Norristown, Pennsylvania, will be refurbished. Foster Morrison writes that money has been made available by the Norristown Borough to take care of the outside of the building; later it is hoped that additional money will go to refurbish the interior.

From **ONTARIO**, John Barrett sends information from the *Toronto Globe and Mail* questioning the use of the Intermediate Capacity Transit System (ICTS) on the new service between the east end of the Bloor-Danforth Subway and Scarborough Town Center. Another ICTS system is to be installed in Vancouver. The $50-to-$55-million-per-mile construction cost for ICTS is high because of the automatic control systems built in and the consequent lack of need for an operator. However, the Toronto Transit Commission insists on operating attendants as a policy matter; the supposed long-run economies of ICTS are suspect.

In **SAN DIEGO**, over 4 million riders rode the San Diego trolley in its first year. Daily average ridership was just under 12,000, and 80% of operating costs were covered from the fare box. Ten more trolleys will be added, and double tracking of the line are expected to be completed by 1983.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Camera Bag

BY JIM BOYD

The discount camera shop

"Max, what's the best discount camera shop in New York?" I inquired of Max Robin, my resident expert on camera equipment and "The City."

"47th Street Photo," was his unhesitating reply.

And thus began my adventure on the Thursday before Labor Day 1982. At noon I was to pick up at Newark Airport an "alien being" (one Reid McNaught, a New Zealander presently working as a resident alien in Houston, Texas) who had flown to New Jersey to rendezvous with Californian Chris Skow who was driving south the next day to chase N&W J 611 out of Roanoke. Before photographing some GG1s and meeting Chris (who was showing movies to our railroad club that evening), Reid wanted to visit one of the legendary New York discount camera shops to buy a "film-waster" (power winder) for his OM-1.

"Are you sure you want one of those things? Dick Yager borrowed one from Bob Walker earlier this summer and confirmed that those power winders can consume film faster than you can buy it!"

He would not be dissuaded, so we hopped the PATH train and subway and soon found ourselves on 47th between 5th and 6th in Manhattan. On the sign-cluttered street, 47th Street Photo was a little hard to spot, but we located the marked doorway and headed up the narrow stairway to the second floor. The place looked more like a warehouse than camera shop, with a long unadorned wood counter separating the customers from endless shelves of photographic goodies. Signs posted above the counter designated where the lines should form for CAMERAS, VIDEO EQUIPMENT, FILM, etc. The region behind the counter was populated by a small army of *Hasidim* taking care of the customers and carrying on animated conversations in Yiddish.

"Your friend Max doesn't have a vested interest in this place, does he?" Reid commented as he stood in line to buy his power winder.

The lines were fairly long, so I just sat back on a packing crate along the wall and watched this remarkable enterprise unfold. You know what they say about an idle mind . . . well, I got to thinking about a royalty check I'd just received and a piece of photographic equipment I'd been half-seriously considering for some time.

A nearby line suddenly thinned out, and I jumped in. The clerk startled me a bit, for he looked just like I would probably look if I were Jewish . . . aside from that yarmulke he could have passed for my brother. "What do you have in an 80-to-200mm zoom for a Nikon?" I asked. "How much do you want to spend?" he came back. " 'Bout a bill-and-a-half."

He disappeared into the stacks and returned with an 80-200mm, f4.5 of a name I didn't recognize and quoted a price about $148. "How about something a little faster; say, about f3.5?"

"Why do you need the fast?" he asked.

"I do a lot of outdoor action with Kodachrome 64 at 1/500th of a second, and full bright daylight typically calls for apertures around f5. I like to come down at least one stop on a lens to get that slight improvement in image quality over wide open. With an f4.5 lens I'd have to back off on shutter speed or be constantly shooting wide open."

He disappeared again and came back with a Vivitar 75-205mm f3.8 for $160. It was a one-touch continuously-focusing macro zoom (but not the Vivitar Series One f3.5), and it seemed to be a well-engineered and crisp bit of optics. I put it on the camera and tried it out as well as I could within the store. At any given focus it appeared to be sharp from corner to corner with no trace of vignetting.

"I'll take it," I said as I took out my credit card.

Even after I "bought," the clerk continued his friendly and unhurried manner. In spite of the lines and warehouse-like atmosphere, he had been as courteous and attentive as anyone in a hometown shop, giving me his undivided attention but never any hassle, hustle or pressure.

I tried out my new toy later that afternoon at Newark's Hunter Tower where Reid and I went to stalk the elusive GG1 at speed (we caught four in the rush hour parade). The lens worked well, but in the diminishing afternoon light I found that I was backing down to 1/250th and 1/125th shutter speed to keep the exposures in line. Working wide open—or nearly so—requires extremely critical focusing, and I discovered when I got the pictures back that fast-moving trains get out of your pre-focused spot *very* quickly, and some of the pictures had sharp baggage cars behind slightly soft AEM7s. Trying to "follow-focus" on a fast train can also be pretty tricky, so a new tele/zoom can call for a quick honing of focusing skills.

Then I did something that I've always spoken out against: I took my brand new untried lens with me on the Labor Day chase of the N&W 611 followed by a week-long trip to Illinois. I had never seen anything shot with the new lens and had no idea if it had any "quirks," but I entrusted some priceless encounters with the N&W 4-8-4 to it on both black & white and color.

As soon as I got to Illinois, I turned in about three rolls of Kodachrome for rushed processing, and before the trip was over I had the verdict on the new lens: It's a winner! No problems . . . no vignetting . . . no unpredictable exposures . . . no softness . . . no strange coloration. The lens had been an impulse purchase immediately before a long trip, and that's the classic set-up for photographic disaster. Fortunately, I lucked out.

That 75-205mm is a beautiful range for a tele zoom, and it fills in a real gap in my optics from the 50mm normal to the company's 300mm tele. I think it's a lens that will get a lot of use.

I was really riding high when I returned from the trip and got the film processed, with one great shot after another of N&W 611, C&NW 1385 and NKP 765, thanks in part to my new lens. Boy, had I gotten a good deal on this one, only $160!

Then one evening I noticed a copy of *Popular Photography* on my night stand. "Just *how good* a deal was it?" I couldn't resist asking. I flipped open to the first of those page-upon-page-of-tiny-type discount ads I found and looked up "Vivitar 75-205 f3.8 one-touch macro": $134.50 from Midtown Foto. What? I've been had!

Another ad: $128.50 from Executive. Olympic: $179.99—that's more like it. $164.95 in Seattle. Reliable: $124.95! New York Camera: $122.95!! Adorama: $139.95.

And then came the killer: 47th Street Photo, $149.95—ten bucks less than I'd been quoted across the counter!

Where had I gone wrong? In asking "what have you got?"—that's where I went wrong. The discount shops sell for price alone, and if *you* know the market you can get the best price by haggling and comparing advertised prices. If you come in all bright-eyed and innocent with a hot plastic burning a hole in your pocket, ask "what have you got?" and then can't argue specifics, I doubt that any shop is going to give you the "bottom line" figure over the counter.

If you're going to go discount camera shopping, do your homework first. It can save you real money. How badly was I stung? When you consider that Vivitar's catalog list price for that lens is $299.95, with a normal retail *dealer cost* about $150, my $160 doesn't look bad at all! But it is still a little irritating to know that I could have saved ten bucks at that same counter simply by checking the advertised prices.

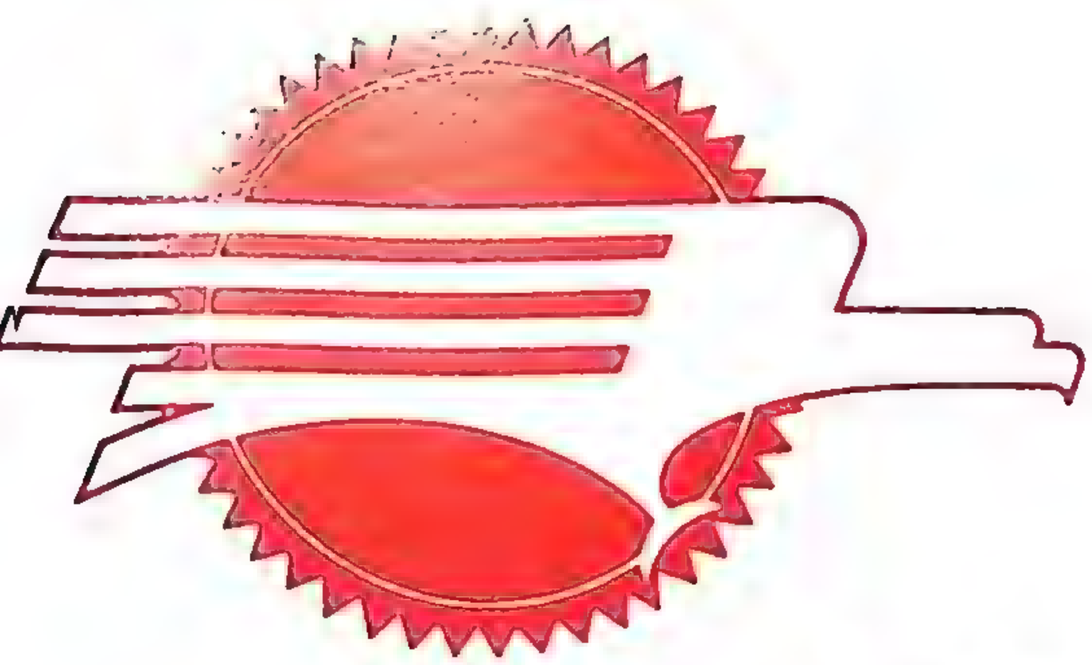
Meanwhile, I've got a great new lens (Max checked it out in another photo equipment guide and found that my lens got "very good" to "excellent" ratings in every test category) and received quite an education about New York camera shops. Next time I'll do my homework.

Of course that new lens did adhere to one Universal Truth of camera equipment: I lost the lens cap on my very first day on the road.

Attention, night shooters

Jeff Brouws, co-author with Ron Hill of *Railroading West—A Contemporary Glimpse* and producer of *The Photographers' Railroad Calendar,* is teaming up with Ed Delvers to produce a high-quality black & white photographic essay on railroading at night. They will use about 150 photos, which will be reproduced in laser-scan duotone and printed on heavy, varnished paper.

They are soliciting contributions for the book of railroad scenes at night from any section of the country (they're already pretty well stocked on material from the West) with emphasis on trains in scenes or with people, rather than the "standard three-quarter night roster shot." They require only one-time rights and will return unused prints promptly. They hope to have the material together by shortly after the first of the year (1983). Send your inquiries or contributions to Jeff Brouws, Rail Graphics West, 1234A Nopal St., Santa Barbara, CA 93103, or call 805/963-7935.



PART TWO: A paper mill provides lots of business for the MoPac in Natchez.

by Bob Karsten

mo-pac's navy

In the November '82 issue we examined the Missouri Pacific's operations on the west side of the Mississippi River as they relate to the Vidalia-Natchez carferry. As we left them on a March day in 1982, six Louisiana Midland boxcars had just been loaded aboard the barge *Ste. Genevieve* and were about to be taken across the river by the Motor Vessel *Natchez*. Captain Calvin Meeks has used his radio to contact several other tows that are within sight to determine when he can cross the traffic.

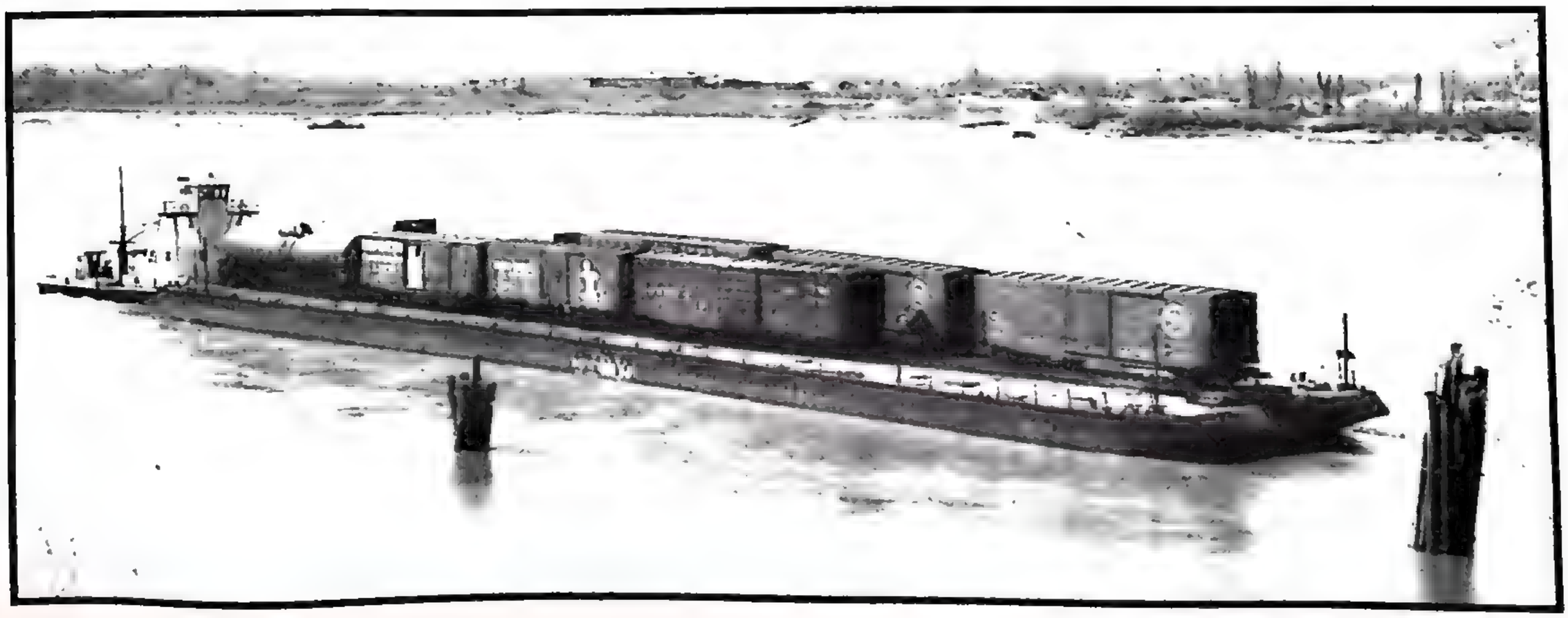
The Natchez side

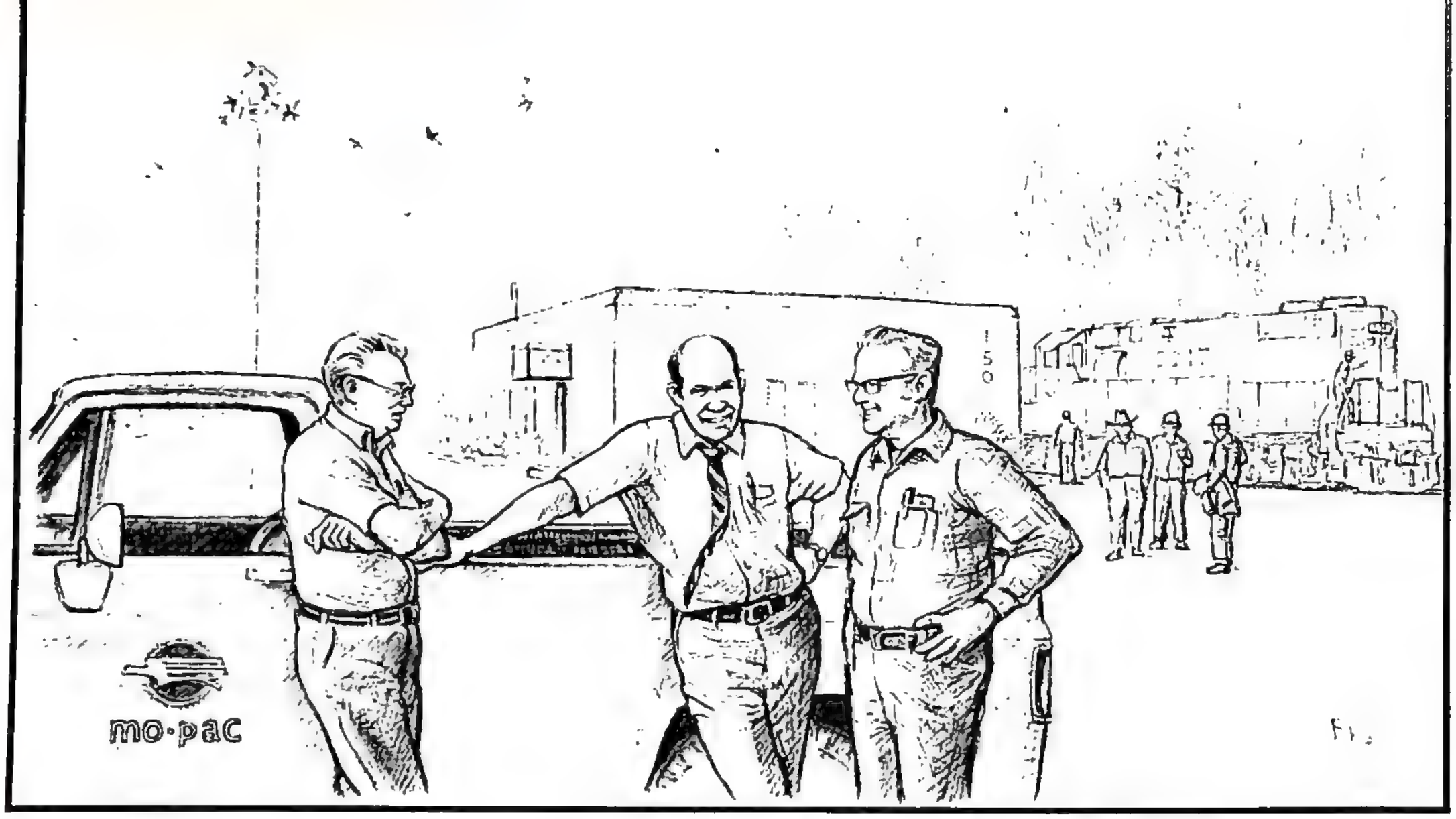
While we are waiting for the river to clear, let's take a look at what has been happening over on the Natchez side since this morning. The hub of all activities in the Natchez area is centered in the yard office and depot at 150 River Terminal Road, where MoPac maintains a substantial yard of eight tracks plus the main for handling traffic to its major local customer, the International Paper Co. mill. The present modern office building, which was completed on February 28, 1978, replaces the old Natchez & Southern depot, located in the wye of the uptown Natchez Yard, between the ICG track and the MoPac yard tracks. Nearby the office at 150 River Terminal Road stands a new pit and sanding facility for locomotive servicing. Built a couple of years ago, this structure uses air from the locomotives to push sand up to the sanding tower. Environmentally approved fiberglass pans catch the overflow engine oil, which in turn is recycled for use in greasing the locomotives. Rounding out the "structures" in the yard are several trackside purple martin houses. These birds are encouraged to nest here, as they help in keeping down the yard's insect population.

Heading up the Natchez office work force is the manager of customer service operations, I.C. (Carl) Chapman, who acts as agent. Going to work as a mud hop (yard clerk) for the old Natchez & Southern on February 25, 1950, Carl worked this job until August 1, 1962, when he went on the cashier's job. Following that, he was appointed agent at Natchez on September 27,

ARTWORK AND PHOTOGRAPHY: BOB KARSTEN

THE CARFLOAT *STE. GENEVIEVE* was originally a handsome side-wheeler with deckhouses and tall stacks outboard of her tracks. In that configuration she served MoPac subsidiary Missouri & Illinois between Kellog, Ill., and Ste. Genevieve, Missouri. She has now been narrowed to a barge and teamed with the tug *Natchez*.





WITH THE RIVER JOB'S GP38-2 idling in the background, Assistant Trainmaster Jim Roark (center) chats with Manager of Customer Services Carl Chapman (left) and Roadmaster Max Landrum in front of the Natchez office. In the right background, the 8:00 a.m. River Job's Engine foreman Fred Andrews (cowboy hat) and engineer Bill Smith meet engineer Ralph Brandford, who is about to take over the 2:30 p.m. Job. Boarding the 2217 are 2:30 switchmen David Wallace (by cab) and Curtis Riggs. Note the house for the Purple Martins which are "employed" to control the insect population.

1967. The agent's job here is non-union and carries an officer's title. Down through the years, the title has been changed several times but now carries the name "Manager, Customer Service Operation." Carl has known the Mississippi River all his life. As a boy, he and his friends even swam across the river during high water from a point near Natchez Under the Hill to the Louisiana side near the Vidalia incline. Of course, for safety, the boys were accompanied by a man following them in a rowboat.

Aiding Carl in the office are clerks Orvis "Peanuts" Marlow, Jr., Dorothy Jackson and John Woodward. As mentioned earlier, Assistant Trainmaster Jim Roark maintains his office in this building as well, as does Roadmaster C.M. (Max) Landrum, who, like Roark, is a former Rock Island employee. Being fortunate in having been hired by the Missouri Pacific immediately following the closing of the Rock Island, Max had previously served as track supervisor for the "Little" Rock on its Subdivision 39 out of Ruston, Louisiana (see "Last Days of The Rock," July '82 R&R). As is the case with the fellows working the 794 job on the west bank of the river and those on the motor vessel *Natchez*, one can hardly find a more congenial bunch of people anywhere than these folks working out of the Natchez office. As a matter of fact, it often seems hard to believe that the MoPac is such a large Class I railroad, since everywhere on its system in this part of the country a down-to-earth sincere friendliness prevails which one usually associates only with the much smaller lines.

This morning, as every morning, the first crew to be called at the Natchez office worked the 6:30 a.m. job, which concerns itself primarily with IP mill business. The crew of the switcher (engine foreman Hubert Turnage, engineer J.I. Brown, and switchmen L.N. Ray and James Bradshaw) were given GP38-2 2081 for their work at the paper mill. The yard was quite full with many loaded pulpwood racks, mostly ICG but several MoPac as well, and 50-foot boxes for paper loading, including several black Emons-built LP&N cars. As noted earlier, the ICG actually dominates the traffic here. It supplies not only its own boxes for paper loading, but also foreign cars. And 99% of all pulpwood for the IP mill comes in on the ICG, but chemicals, such as chlorine and caustic soda in tank cars, come in primarily by way of the MoPac. Additionally, the MoPac supplies a percentage of the cars for paper loading, these being dominated by system as well as Railbox cars.

The ICG pays more to the MoPac for handling the industries in Natchez than just the salaries for MoPac employees working the IP mill. It pays, in varying amounts, often more than half of all the salary-related operations of the Missouri Pacific. These include a portion (in most cases, marked by so-many-hours-worked a week) of each employee's salary for train crews, agent and clerks, and part of the truck rental expenses and maintenance of way. The ICG also pays, on a per-car count basis, the wages of those involved in the boat operations. While most such traffic belongs to the MoPac, the Louisiana Midland cars are considered to be part of the ICG, and, accordingly, are included in the per-car count. Since the MoPac does contribute to most of the transfer traffic, however, it pays approximately 96% of the boat crews' wages.

While the 6:30 a.m. switcher crew was busy working the mill, having earlier dragged with them a long string of loaded ICG wood racks from the yard, the 8:00 a.m. River Job (YB-22) crew arrived at the office. This job, which deals mostly with river business on the Natchez side, can work until 4:00 p.m. but normally shuts down around 2:30 to change with the next crew signing on at

mo-pac's navy

...ne. Manning YB-22 are all regu... old-timers from the Natchez & ...thern, who hired on the railroad ...nd 1950. Joining engine foreman Fred "Bull" Andrews, a big man usually accentuating his size with a large, broad-brimmed Western hat, are engineer Bill Smith and switchmen Bill Latham and Ed Dungen. This is yet another team of congenial men who work well together and are proud of their many years of service on the railroad.

While long shadows from nearby heavily wooded hills still draped the yard, the 8:00 a.m. crew began their day by boarding GP38-2 2217. Besides working the river transfer, YB-22 is also responsible for the ICG interchange in uptown Natchez and the J.M. Jones Lumber Co., a facility located at the base of steep bluffs along the river's edge, just south of the Natchez incline. Before delivering cars to the transfer barge this morning, the crew spotted a couple of empty ICG woodchip hoppers at the Jones mill. A short distance from the lumber mill stands another plant which, over the years, has conducted business with the railroad, the River Cement Company. Presently, however, this dealer receives as well as ships his cement mostly by way of river barge. Only these two industries garner full revenues on a "first switch" basis for the MoPac in Natchez; the others are all joint MP-ICG operations, in spite of MoPac doing all the actual switching.

After serving the needs of Jones Lumber, the 8:00 a.m. River Job was ready around mid-morning to make its first delivery to the *Ste.Genevieve*. With the first transfer across the river being a westbound move, the motor vessel *Natchez* brought the empty barge across earlier to be in proper position once the 8:00 a.m. crew would arrive with the cars. After engine foreman Andrews had ascertained the cradle's position from Captain Meeks, all was set to go. Like the Traveling Switch Engine operating the Vidalia incline, this job also has a caboose specially equipped with a hook for adjusting the cradle. But, unlike its counterpart on the west bank of the river, the YB-22 caboose is used only when pulling or shoving the cradle; the rest of the time it remains in the small three-track transfer yard above the Natchez incline. Another centered-cupola type, this caboose 11037 is assigned and has the words "For Yard or Transfer Service Only" stenciled on its flanks. To reach the incline from the transfer yard, a switchback must be negotiated to allow the train to drop down the steep, sandy embankment to the river's edge. At the south end of the transfer yard, opposite the lumber mill, a second switchback leads to the line climbing out of the river valley towards the uptown yard in Natchez. Where not bare and eroding, the steep high bluffs supporting the railroad's trackage along this stretch of river are covered with thick tangles of kudzu vine as well as kudzu-covered hardwoods.

Following the adjustment of the cradle, "Bull" Andrews' crew delivered nine cars to the *Ste.Genevieve* which were then transported across the Mississippi to be picked up after lunch by Ellis Owens' men at the Vidalia incline.

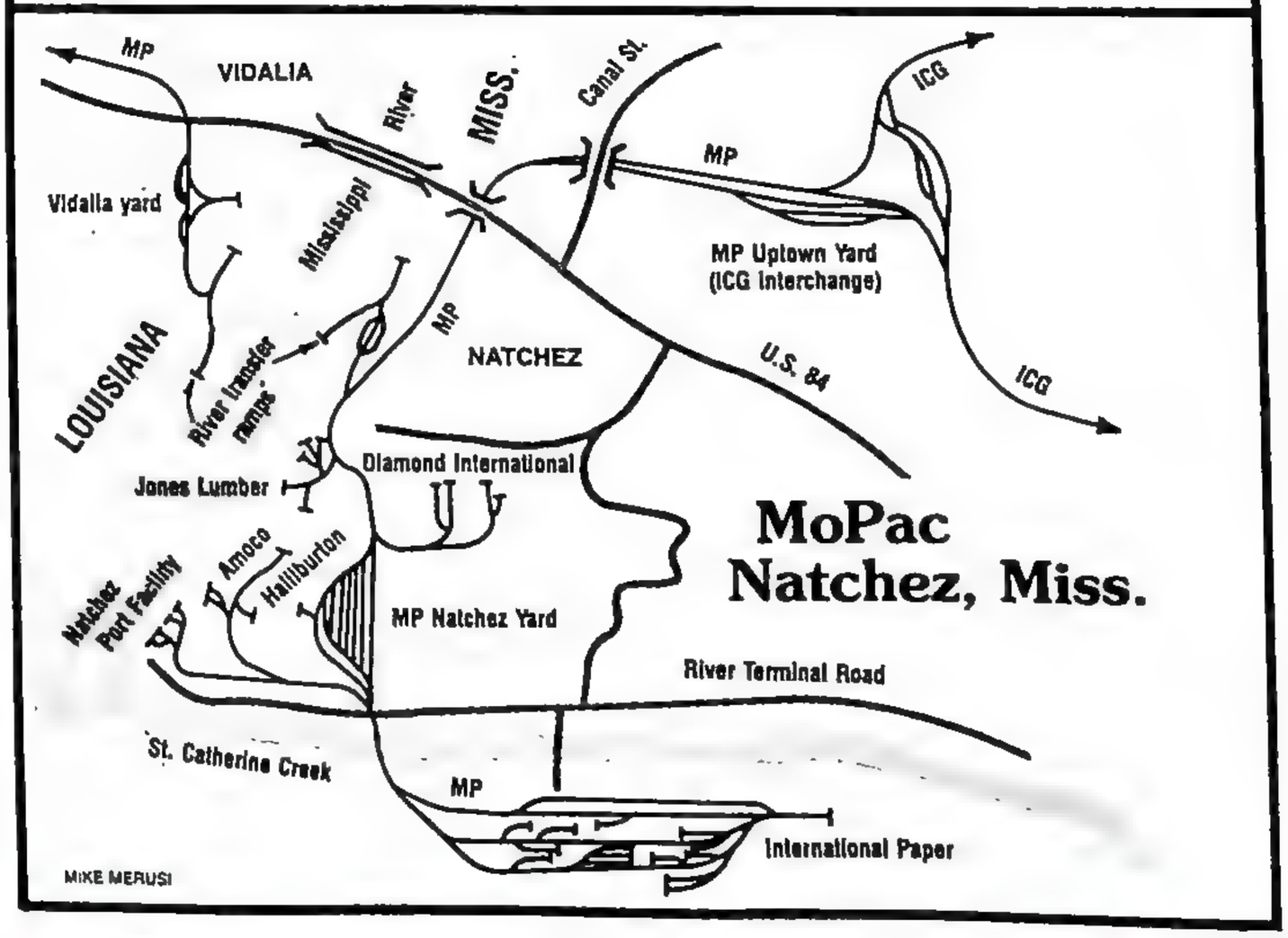
On the river

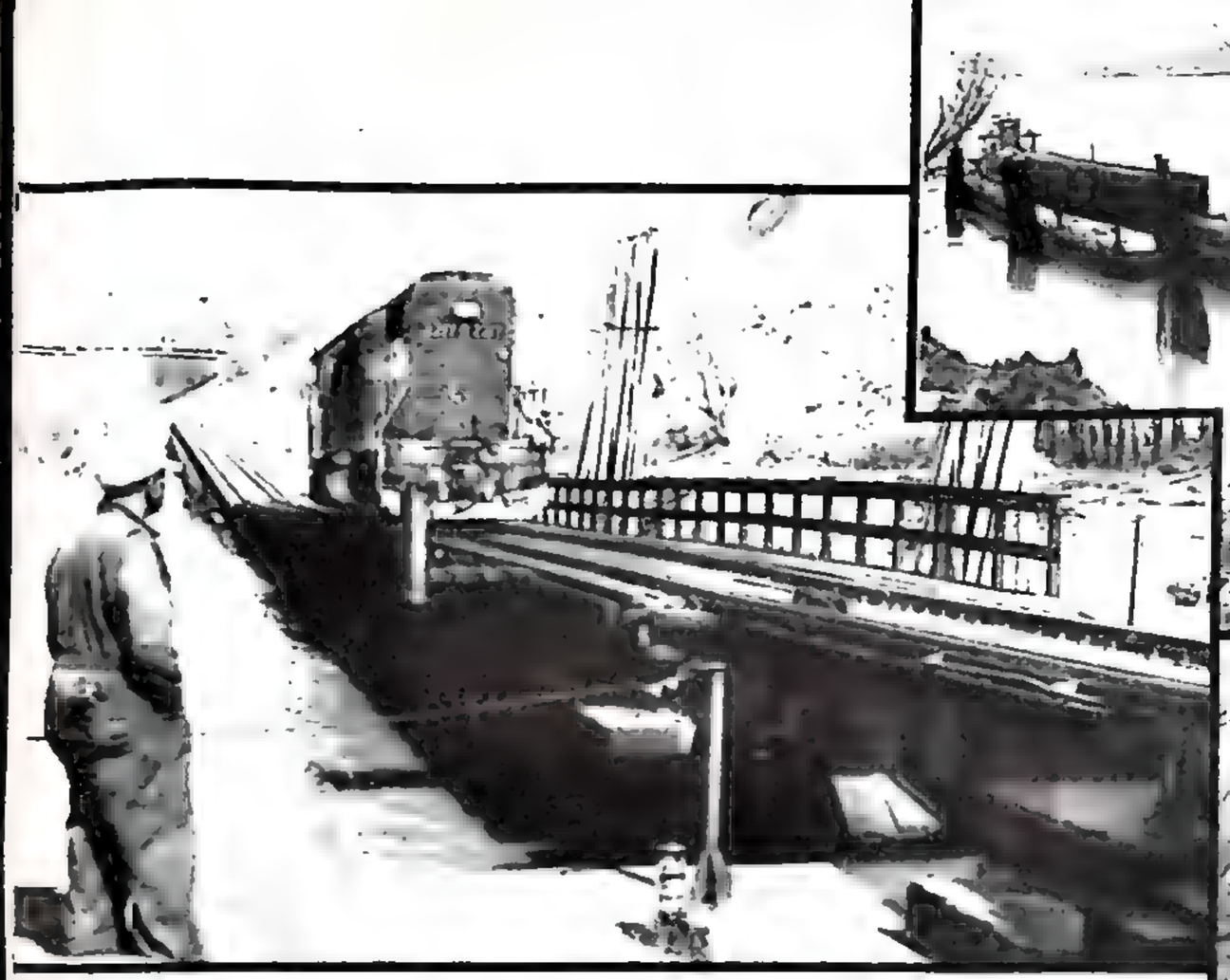
Now that this morning's activities on the east bank have been brought up to date, let's rejoin the eastbound transfer move on the *Natchez* as it crosses the channel momentarily devoid of northsouth traffic and nears the Natchez incline around 2:00 p.m. As the *Ste.Genevieve* approaches the landing clusters, Captain Meeks uses his experience to sight the alignment required for berthing the barge. Although the cluster piles originally were driven to properly line up the barge with the cradle, a misalignment of the piles towards the bank has occurred over the years due to the piling replacements no longer being set in the original, precise positions. Should the captain not be able to see clearly over the cars on his barge as he approaches the landing, deckhand Sam Davis will call directions to Captain Meeks via his radio. When he hears Sam "getting excited," the captain knows he'll have to adjust. Such instructions as "Out to the river," or "Into the bank," will be issued by his deckhand depending on the misalignment. Upon Sam's urgings, Captain Meeks will activate the twin screws of the motor vessel to work against each other, thereby shifting the head of the barge "out to the river," for example, in case the vessel comes too close to the landing clusters.

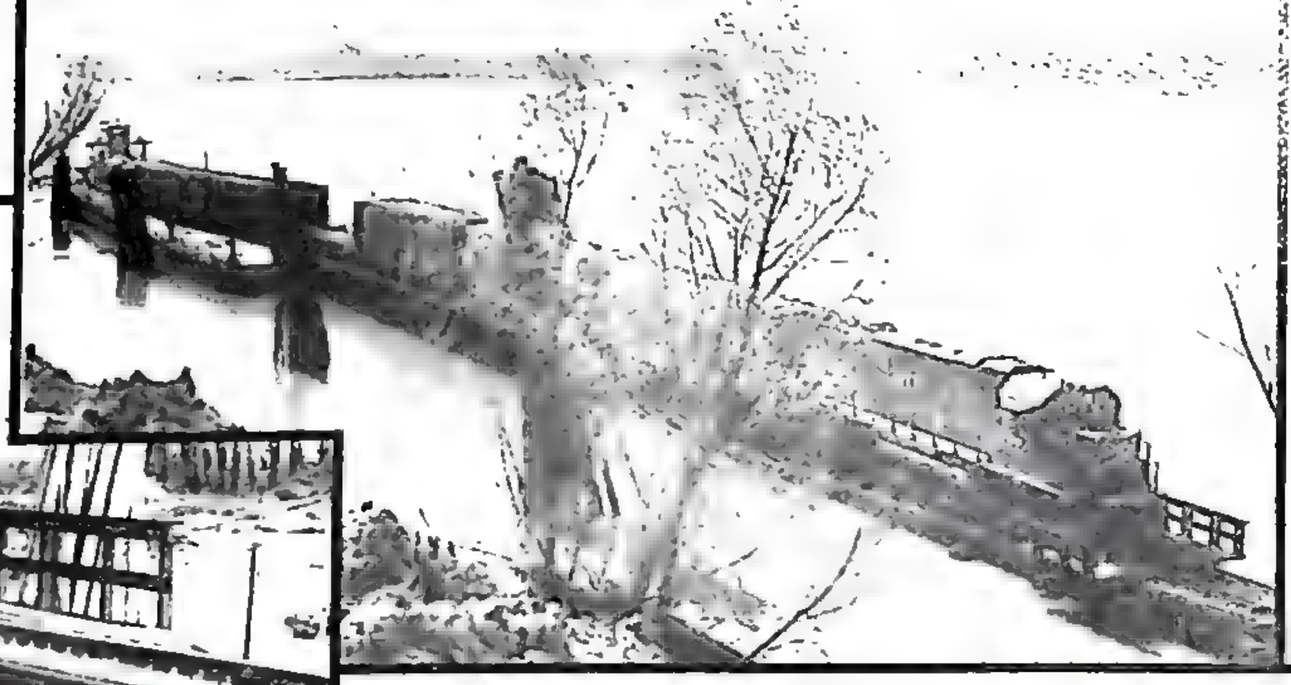
As soon as the *Ste.Genevieve* is properly secured to the drop rail of the cradle by means of turnbuckles, the 8:00 a.m. River Job's GP38-2 begins to inch its way down the incline. Probably chased off their basking places on the trestle by all this commotion, two small river-loving Mississippi map turtles silently bob in the brown waters beneath the incline as they struggle against strong currents to seek refuge elsewhere. By now, Sam Davis has removed

The Jinx strikes

It's happened again. As we were in final production stages of this article the news reached us that the MoPac's carferry operation between Natchez and Vidalia shut down this summer because of repairs needed on the barge and tug. The stresses of loading have reportedly caused some structural damage to the barge's hull, and as of early October 1982 no decision has been made as to whether it will be rebuilt or replaced or whether the operation will be terminated. Natchez traffic from the MoPac at Monroe is presently being routed ICG, crossing the Mississippi at Vicksburg and delivered to the MoPac at Natchez—J.B.







GP38-2 2217 has the 8:00 a.m. River Job on the Natchez side, and deckhand Sam Davis watches it come up the cradle (above) to unload the *Ste. Genevieve.* A few minutes later it drags the first three LOAM boxcars uphill (right). It completes unloading and then returns (top right) with eight westbound cars.

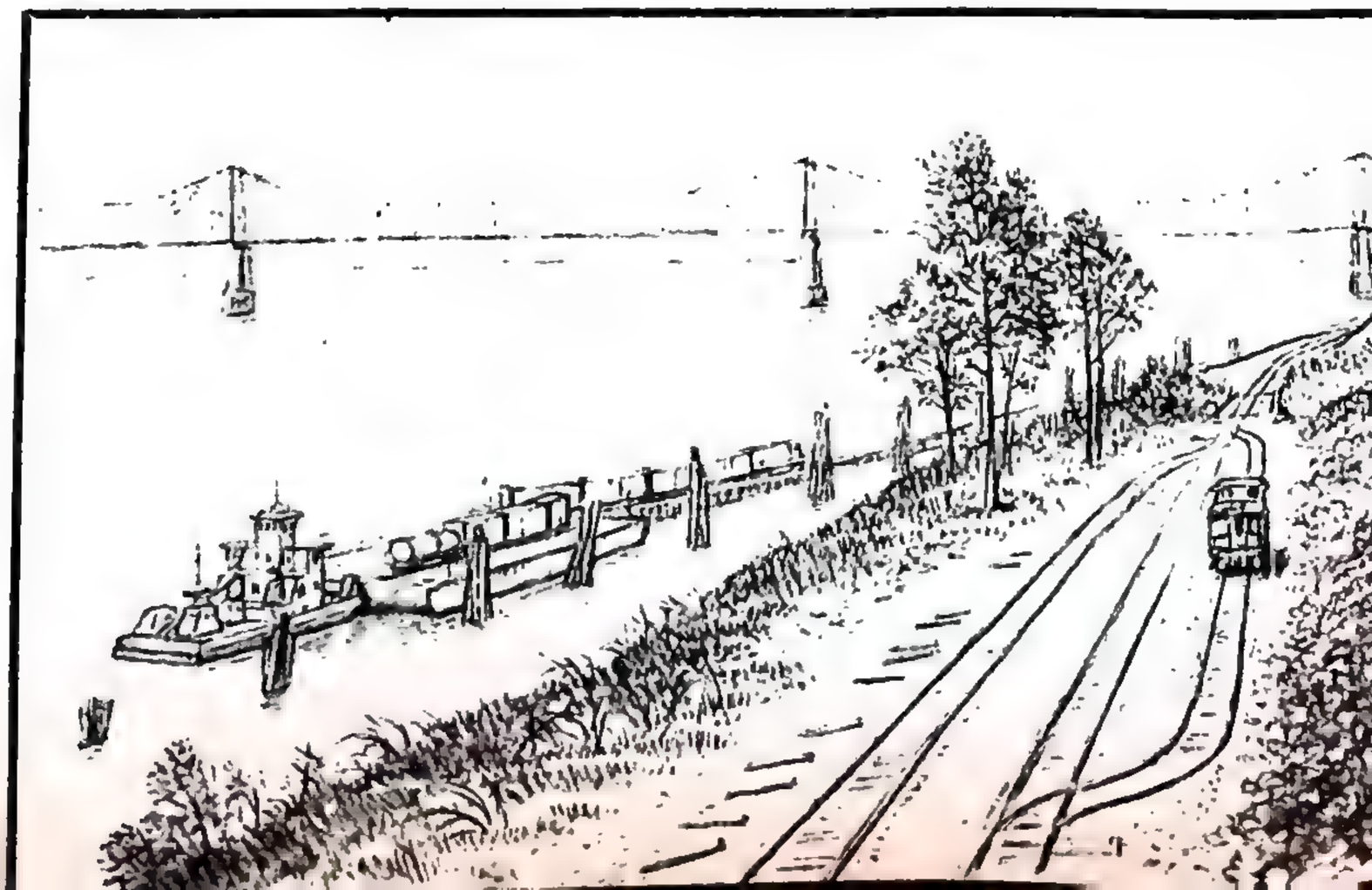
the chocks in preparation for handing his cars over to YB-22's crew. Along with those duties already mentioned, Sam is responsible for calling the car numbers into the office, where they are checked against those filed by clerk "Peanuts" Marlow. Also, the deckhand always reports the times of leaving the bank and makes out the boat reports.

After having tied onto the first cut of LOAM cars, the 2217 joins them to the second group; then, as the GP38-2 begins to roar, engineer Bill Smith urges his dark blue steed, with the six Louisiana Midland cars now in tow, up the incline and into the switchback. From here, they are shoved towards the small transfer yard and set out for later delivery to the ICG by the 2:30 p.m. Job. Following the setout, eight cars, destined for loading on the barge, are joined to the 2217. This group consists of a 50-foot chemical tank, one empty MP wood rack and six boxes (MP, IC, and GM&O). Caution is needed when backing these cars (and any cars, for that matter) down the incline and onto the tracks of the *Ste. Genevieve;* the engineer must be careful not to let his charges get away from him, or they may wind up in the river!

Another safe delivery is completed; this one at 2:35 p.m. The 2217, with the crew of the 8:00 a.m. River Job on board, retreats back up the incline, leaving the *Natchez* and its car-laden transfer barge ready to return to the west bank. Running light back to the office at River Terminal Road, the River Job ties up outside the crew room around 3:00 p.m. Inside, awaiting Andrews' men, are the crew of the 2:30 p.m. switcher: engine foreman George Barber, engineer Ralph Bradford (a 29-year veteran from the N&S), and switchmen Curtis Riggs and David Wallace. Normally, the 2:30 crew would take the 6:30 a.m. Job's power, but today they had to wait for YB-22's engine, since a bridge over St. Catherine Creek between the yard and the IP mill is still under repair by a bridge crew, isolating the 6:30 a.m. switcher's Geep over at the mill.

After delivering those six LOAM cars to the ICG, the 2:30 Job will split up the rest of their day by working other area industries as needed. (As a rule, the 8:00 a.m. River Job would have handled the ICG interchange traffic, but running a little late today and with the 2:30 crew requiring their power, this move was handed over to the afternoon switcher.) Immediately to the west of the main yard are several other businesses which may well be next on this afternoon's switch list. One industry adjacent to the yard is Reco, Richmond Engineer-

THE NATCHEZ RIVER FACILITY is a big switchback with the line to "Uptown Natchez" at right, the transfer yard in the middle and cradle at the left.



CAPTAIN CALVIN MEEKS looks out across the six LOAM boxcars from the pilothouse of the *M.V. Natchez* as he approaches the Natchez side. Sadly, repairs to both vessels have caused possibly permanent suspension of river operations.

ing Co., a plant involved in the fabrication of steel tanks. A little further west off River Terminal Road are two spurs serving Amoco Oil Co. and Halliburton Industries, an oil field service company. Situated at the end of the tracks leading to these two facilities, is the Riverside Central Services warehouse, which currently stores components for a nuclear power plant under construction along the river. Finally, a short distance away, MoPac's tracks and River Terminal Road abruptly end at Natchez Port, which, as can be imagined, handles many types of commodities, with some coming in or going out by rail.

The day's last crew working on tonight's 10:30 p.m. Job, engine foreman Greg Barlow, engineer R.D. Wagoner, Sr., and switchmen M.C. Chapman and Larry E. Hula, will work the Diamond National Company's Fiber Division plant just east of the yard. Although the night job will handle any switching called for at the IP mill, it primarily concerns itself with business at Diamond, which manufactures carboard products such as plates and cups.

Since the eight cars loaded onto the *Ste.Genevieve* this afternoon by the 8:00 a.m. River Job constituted the last move of the day for Captain Calvin Meeks and his river transfer crew, he can run the *Natchez* up to the bank near the Vidalia incline and tie up for the night, leaving the barge at the cradle.

Not requiring the motor vessel's presence while unloading the barge, the 794 T.S.E. can now come down the incline and pick up the cars whenever they are ready. Like the others before them, these cars, too, will be taken to Vidalia Yard for inclusion in tomorrow's 788 for Monroe. With these last moves completed, Ellis Owens' crew is finally able to head back towards Ferriday and call it a day.

While the weather has remained sunny and warm for today's activities around Natchez and on the Collinston Subdivision's Vidalia Industrial Lead, the fast approaching spring and early summer will no doubt produce quite a few "thunderboomers" for the "MoPac Navy" men to cope with. But, come rain or shine, low or high water, this highly unique operation will more than likely continue to flourish for quite a while yet, providing not only a direct east-west rail link for the industries in this area of Louisiana and Mississippi, but also and interesting and rewarding way of life for all these fine folks of the Missouri Pacific Railroad who call the Mississippi River Valley around Natchez their home.

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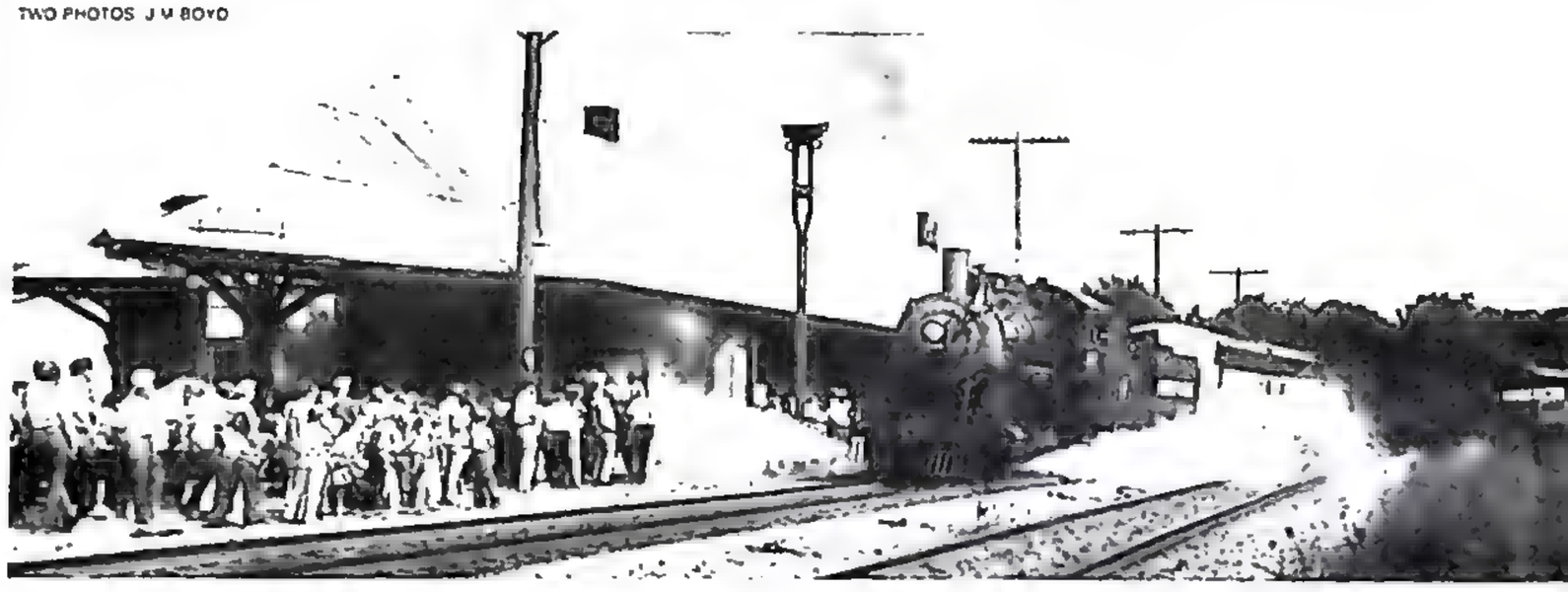

CHICAGO & NORTH WESTERN R-1 4-6-0 1385 paused in Dixon, Illinois, en route to Boone, Iowa, on September 8, 1982. This was the first live steam locomotive in Dixon since May 1956, when sister R-1 number 62 (below) was there with a work train and was photographed by high school freshman Boyd.

Steam homecoming

It was a warm spring afternoon, and the windows were open in Study Hall 211 of Dixon High School. It was not the sort of day on which the freshman-who-would-someday-become-editor was going to get much work done, as he quickly claimed a seat near one of the open windows. Although steam had been gone for over a year on the IC and nearly a year on the C&NW, there was always the hope that the IC bridge would reveal a trio of Geeps or that the C&NW FM switcher might prowl the cement plant branch across the river.

Then the impossible happened: I heard a high-pitched steam whistle. It had to be the North Western, because there had never been anything like that on the IC. Again the sound drifted in through the window. It sounds like he's working in town!

All I can say is that was the *longest* study hall period I've ever endured. With the final bell, I was free and sprinting for my bicycle. Then it was over the Peoria Avenue bridge to Seventh Street, bouncing across the IC yard and swinging a hard left past Pratts and up to the North Western depot. I rounded the end of the freight house, and behind the wig-wag signal she sat: C&NW R-1 4-6-0 number 62!

It was May 1956, and the C&NW had decided to yield to the rains of a while earlier and abandon the Lee County Cutoff (which bypassed Dixon's steep eastbound hill) rather than replace the half-dozen-or-so bridges that had been washed out. The 62 had charge of the work train, and they were using Dixon as a temporary storage yard for the materials salvaged from the branch.

I studied the engine with an intensity known only to a steam-starved teenager, noting such obscure details as the way the rear drivers were notched into the ashpan and thinking how oddly tall the engine looked "without any valve gear" and those slanted cylinder chests.

The crew was friendly—not friendly enough to invite me into the cab, but friendly enough to shout down the answers to my questions of "What are you doing here?" and "Will you be back tomorrow?"

Yes, they would be back tomorrow. I watched them complete their switching and then ramble westward toward Nelson before heading home myself. Back home, I confirmed that I had some film in my old Brownie Hawkeye camera; so it accompanied me to school the next day. From my seat in 211 I heard them whistle into town again, and I sat through another long study hall.

Arriving at the depot, I managed to get two pictures as the 62 switched the tracks atop the fill alongside the joint IC/C&NW cement plant line. When it left town that day, it went into the history books as the last live steam locomotive through Dixon. I regret I can't pin down a specific date, but I'm sure it was mid-May 1956.

That summer Chet French and I went to visit his relatives in Chatsworth, Ill., and saw and photographed ICRR 2-8-0 906 on the Bloomington-Kankakee branch. Later that year I "discovered" the ex-CB&Q 0-6-0s working Northwestern Steel & Wire in nearby Sterling. More travels and fantrips on the B&OCT, CB&Q and DM&IR soon put me back in touch with the steam world which had departed Dixon with that C&NW R-1 in May '56, and my most treasured dream was that someday somebody'd run a steam fantrip through "home."

The Burlington trips passed no more than 20 miles away either to the north or south, and once the 4960 got as close as Sterling, but never did a live steam engine pass through Dixon on either the IC or C&NW.

It was during my high school years that I became active in HO model railroading and was invited to join the "club" that was build-

ing and operating Don Goshert's big layout in Sterling. Don was working as a fireman and engineer on C&NW switch jobs around Nelson and Sterling at that time, and there was a lot of C&NW flavor to the model railroad.

One night we were relating "the last time I saw . . ." stories, and I made mention of the 62 being the last steamer in Dixon.

"You weren't that kid that came running up there on the bicycle to take pictures, were you?" he asked.

"I sure was. How'd you know about that?"

"Because I was firing that job," Don replied, before filling me in on all the details he remembered about that work train. She was the last steamer to work out of Nelson, and logic suggests that she probably went through Dixon at least one more time after I saw her simply to get back to Chicago where she was likely retired.

Don and I became good friends, but he preferred to get his railroading done in the cabs of C&NW diesels and with HO gauge steam in his basement rather than running all over the countryside chasing fantrips.

But college, a job and a car gave mobility, and I chased steam engines wherever I could find them. My "lasts" became ever-increasingly more specifically qualified: My last "major railroad regular service steam engine" was Colorado & Southern 2-8-2 803 in Cheyenne in 1959, and the Duluth & Northeastern was my last "regular service short line" in 1963—until I hit the Graham County with its Shay in 1968 and the Edgmoor & Manetta with its 0-4-0T in 1971!

That year I moved to New Jersey and the job at Carstens, and I had to keep reminding myself that Illinois was no longer "home." But you never loose your roots, and all new experiences only add on without displacing the old ones. So Dixon will always be "home."

"She'll be goin' through on Wednesday, September 8!" Dick Yager roared into the phone.

"All *right*—that's only three days before I've gotta be in Chicago for Craig's wedding!"

I had a rendezvous with destiny. The Chicago & North Western had rather surprised both me and the rest of the railfan world last spring when they borrowed R-1 4-6-0 1385 from the Mid-Continent Railway Museum and sent it barnstorming around Wisconsin and northern Illinois for National Transportation Week. And Yager confirmed the rumor that they were borrowing the R-1 again for Boone, Iowa, to use for its "Pufferbilly Days" celebration in September.

The move on September 8, 1982, would take the R-1 from Proviso Yard to Clinton, Iowa, becoming the first live steam engine in 26 years to pass through Dixon—and I had to be in the Midwest that week! Realizing that I'd probably have made the trip for the 1385 alone, I could hardly believe the convenience of the scheduling. I was going to have quite a week.

It began with the Labor Day weekend and three days chasing the N&W 611 on its Roanoke-Norfolk-Roanoke-Alexandria runs accompanied by Bill Withuhn, John Gieske and Craig Willett—yep, the same "Craig" who was getting married the following weekend. Craig, John and I then drove to Chicago, pausing en route at Bellevue, Ohio, to see Southern's Bill Purdie getting Nickel Plate 2-8-4 765 ready to take over the excursion

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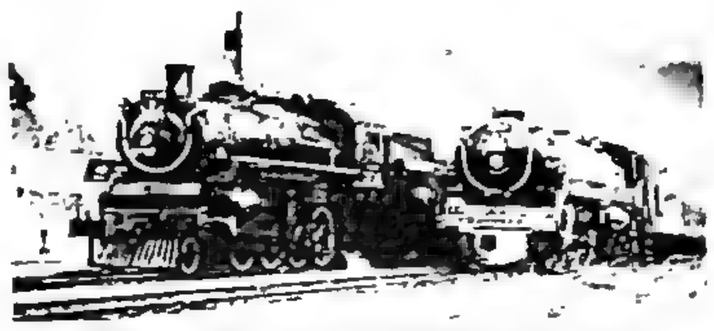
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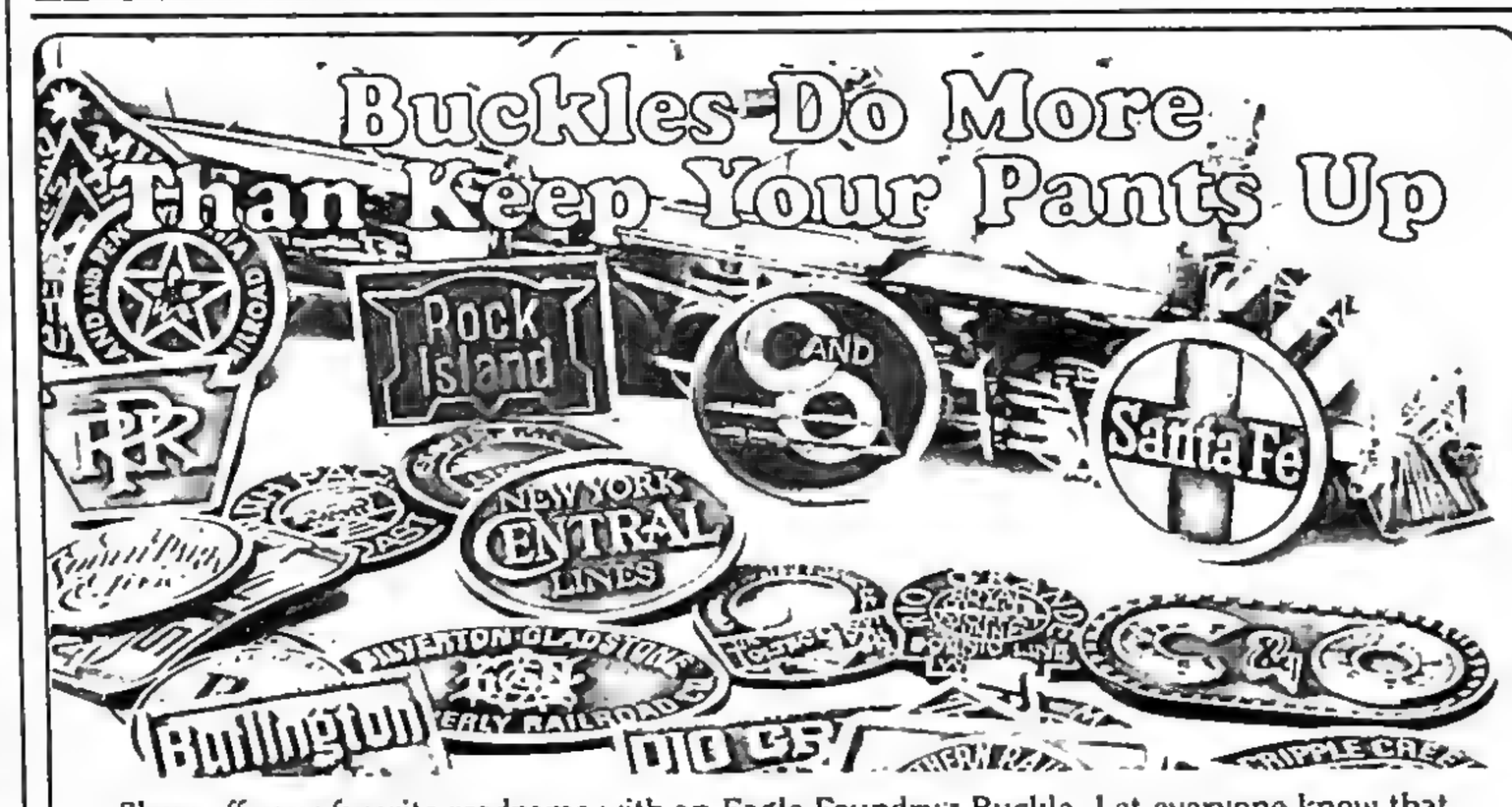

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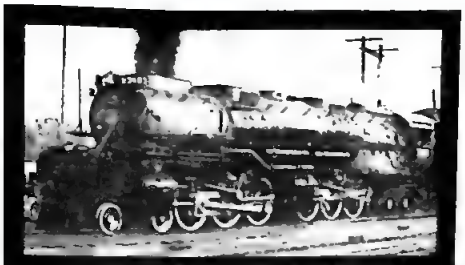

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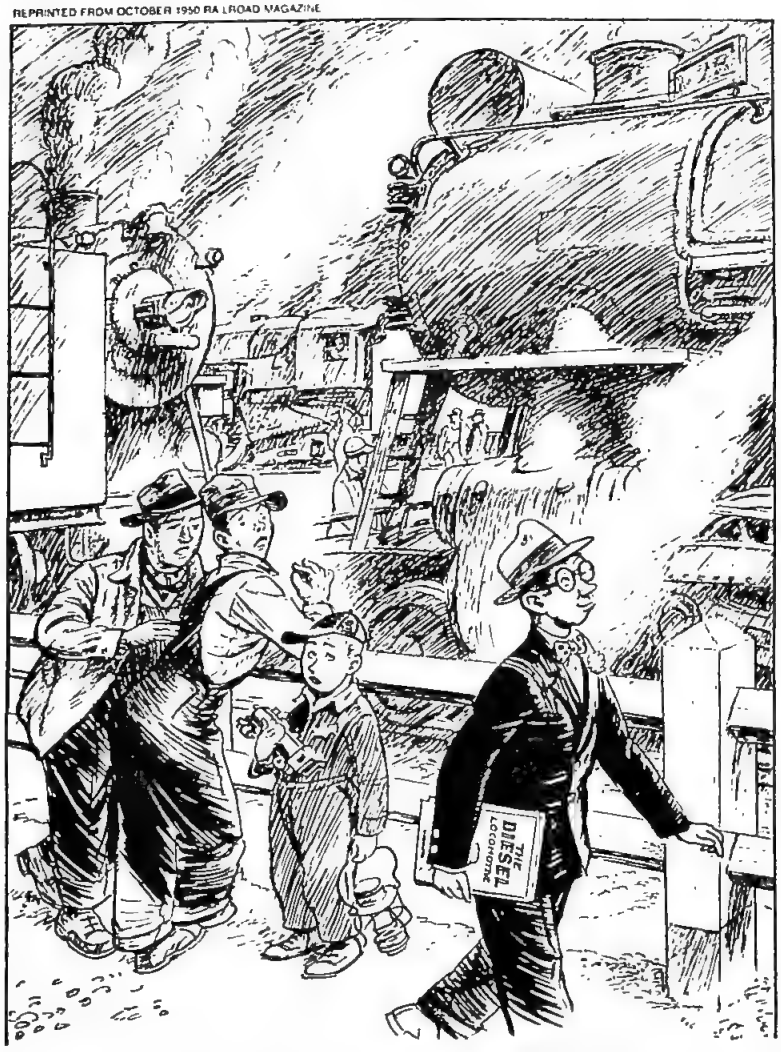


NOT ON THE WHEEL REPORT *JOE EASLEY*

"Look!—Stinky's readin' up on Diesels. Wouldn't you know it!?"

schedule for SR's ailing ex-C&O 2716.

Wednesday morning, September 8, I picked up Dick Yager and we headed out to Proviso in the fog for our first look at the C&NW R-1 on the old Galena Division. The weather was overcast and windy as we chased the 4-6-0, two executive F7s in the new yellow, a boxcar, three gondolas, three bilevel coaches, a sleeper and a business car westward across Illinois. The R-1 was working well and spoke with the authority of a 4-8-4 when they let her have her head—and that whistle is the genuine C&NW article.

Stops were scheduled at Rochelle and Nelson (along with numerous other towns), but none was set for Dixon. The clouds were parting to reveal a beautiful day as we waited at the C&NW/CB&Q diamond at Rochelle to record a steam locomotive passing on the "wrong railroad"—lots of steam trips had used the Q through there. And it was just like old times as the diamond became a social gathering place for the Rockford/Dixon "railfan gang" and friends from the Burlington fantrip days.

Judy McBride had managed to get a notice about the 1385's passage into the *Tuesday* Dixon paper ("There's a steam engine coming through tomorrow." "Yeah, we know, we'll put a picture in tomorrow's paper." "No, I mean you should put it in *todays* paper so folks will know about it and be able to go see it themselves." "Oh."), and there was a big crowd at the depot. The local C&NW people radioed the steam special and requested an unscheduled stop, and the officials on the train obliged.

I was taking no chances and arrived at the Dixon depot well ahead of the train. While waiting, I learned the startling news that the Dixon depot is slated for demolition and was supposed to have been torn down two weeks before. Thank goodness some things don't happen on schedule. The only thing missing was the wig-wag crossing signal that had been replaced by a run-of-the-mill flasher only a week earlier.

It was almost anticlimactic as the R-1 and its odd train eased around the curve and halted in front of the operator's bay—an E7

and four cars used to do *that* with more of a flourish! The crowd stayed well back from the sunny side of the track, resulting in the consumption of nearly a full roll of Kodachrome during the ten-minute stop. I'd had to wait until the age of 40 and then drive back from New Jersey, but I'd finally fulfilled my teenage dream of seeing a live steam engine in Dixon again—the first one in 26 years.

With a great whooshing from the cylinder cocks, the R-1 whistled off and moved grandly out of town, right past the spot where I'd photographed her sister R-1 in 1956. I watched the train pass the old "Cut-Sole" shoe factory and disappear around the curve to the west just as I had done so many, many times in the past.

Then it was back to the realities of "today" railfanning as Yeager was politely hinting that we really ought to be heading for Nelson. One advantage of railfanning the old hometown is that almost nobody knew the back road shortcut and the entire motorcade was going the "long way" out of town—heh, heh, except us, of course. We caught up to the train on my all-time favorite "pacing road" that follows the track into Nelson and got the choice spot in the mini-motorcade that followed her into town.

A posed photo stop under Nelson's concrete coal chute was a classic, and there were more old friends to meet again. One particularly happy encounter was with C&NW conductor Al Frese of Rockford, whom I'd met about 1957 on a Q fan trip and had spent many years railfanning with. An accident with some caustic material had gradually cost Al his eyesight, and the last time I'd seen him, about six years ago, he was totally blind. An operation and transplant has now restored his vision—and, as he proudly showed, his driver's license. I took a picture of Al in front of the R-1: two C&NW veterans I'd never expected to see on the road again.

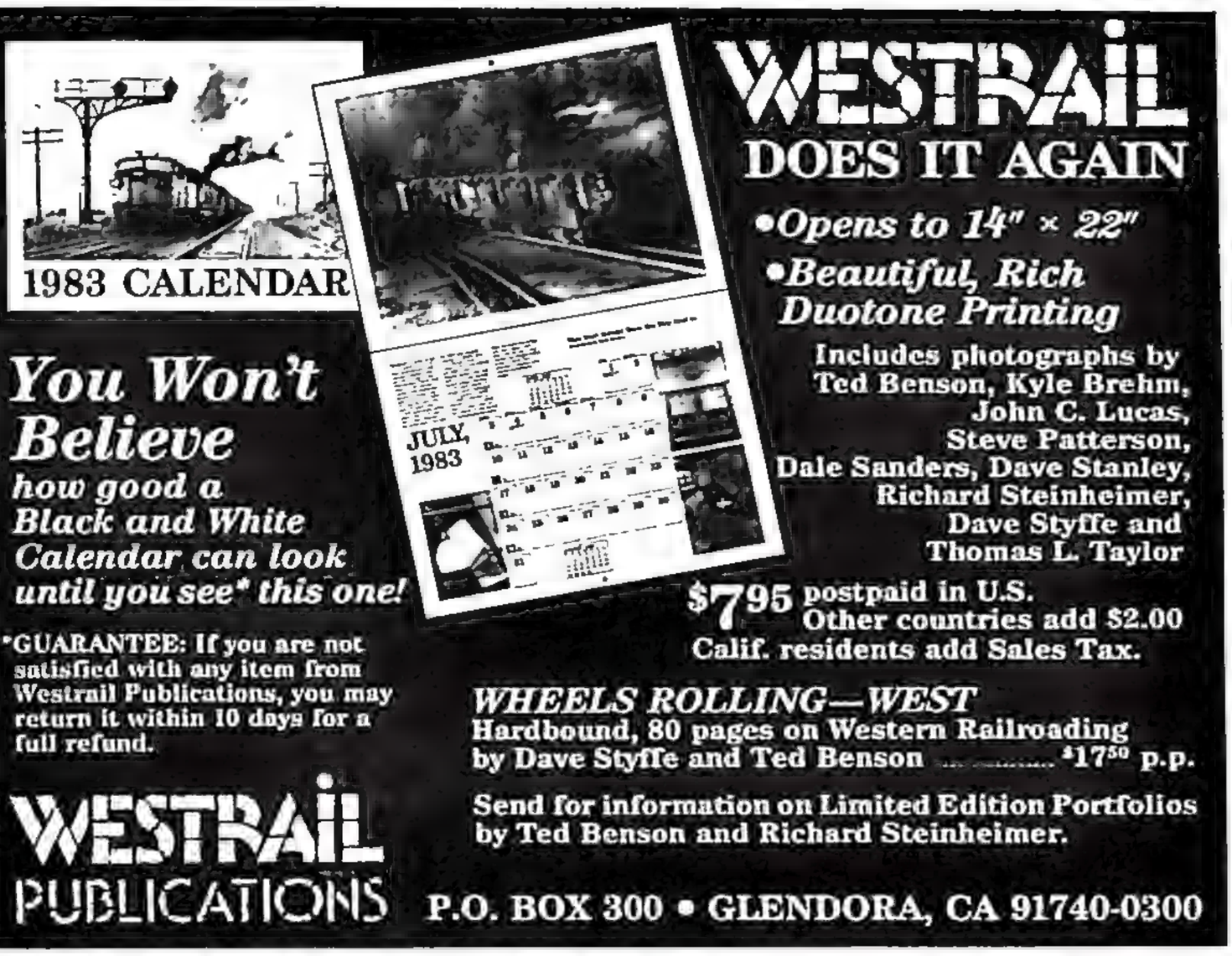
The next stop was Sterling, where the 1385 paused right behind the Northwestern Steel & Wire office building. Who would have ever expected to find Sterling with diesels on NSW and steam on the North Western?

Across from the yard office and adjacent to the track where the NSW 0-8-0s ran only a couple years ago, sat C&NW Geep 4479 on the Sterling Switch Job. At the back of the Geep was its engineer, my old friend Don Goshert who had fired the 62 on that day in Dixon in 1956. Only this time Don had a camera, too.

"Y'know what's really nice about this?" he

JIM BOYD

DON GOSHERT, a railfan and modeler, was the engineer on the Geep working the Sterling Switch Job when the westbound 1385 stopped there on September 8. Don had been the fireman on the R-1 62 when it worked in Dixon back in May of 1956.



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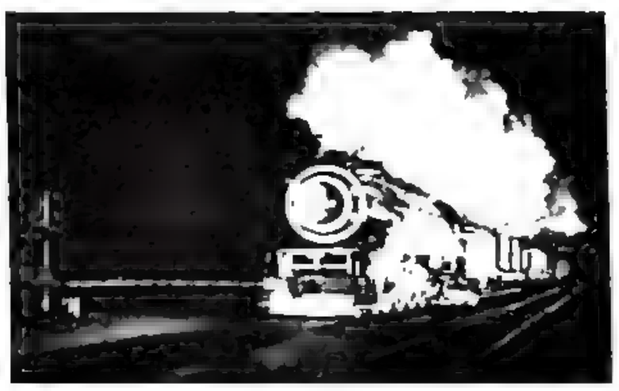

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asked with a grin. "Not only am I right here where I can shoot a movie of the R-1 stopping in Sterling, but he's got the block occupied and I can't put the diesel away to tie up the job until he leaves town. Meanwhile, I'm on overtime!"

Always the railroader.

Well, we followed the steam special on west to Clinton, Iowa, getting about four nice sunlit runbys for our efforts. Then a four-car railfan motorcade dropped about 30 miles south to Davenport and a royal feast of Chili-Mac and cheeseburgers at the Steak-n-Shake—that, folks, was worth the detour, so help me Gus Belt. Of course, twilight shots of Iowa Railroad ex-IC U30Bs at Rock Island didn't hurt, either.

Then it was back to Dixon and on to Chicago for a couple of days of family visiting and Craig's wedding—he is Milwaukee Road manager of locomotive operations now, and he married the Southern Division superintendent's secretary. There were more Milwaukee officials at the wedding in Franklin Park that day than there were at Bensenville!

I departed eastward immediately after the reception, as I had one more bit of railfanning to do before returning to work: chase the Southern's NKP Berk 765 up to Muncie, Ind., and back to Cincinnati. It was a much more frantic chase than either the N&W J or C&NW 4-6-0 had demanded, and I'd almost forgotten about a Nickel Plate Berk's "grace at speed" until the 765 flew past at well over 60.

It may seem trite to say, but the last thing I would have expected as that R-1 departed Dixon for the last time back in 1956 was that 26 years later I would not only see an R-1 return but would be able to team it up in the same week with a Nickel Plate Berk and an N&W J!

Lad Arend

Ed Lewis, formerly with the Strasburg Rail Road and now the General Manager of the Lamoille Valley, sent us the following about a friend of his who was "one heck of an old-time railroader."

"George 'Lad' Arend, 98, railroader extraordinaire, died in an automobile accident in Franklin, Ohio, on July 8th. He was one of the last railroad 'boomers,' having given more than 80 years of service with 22 railroads. He started his career in 1900 and worked a variety of jobs running the gamut from brakeman to conductor, agent to claims adjuster, auditor and general manager (Rapid City, Black Hills & Western). In the 1930s he worked as bookkeeper and auditor for John Ringling, owner of eight or nine short lines in the Midwest. Following his first retirement around 1945, he went to work on the narrow gauge lines of the D&RGW out of Durango, serving as a conductor on the Silverton, Chama and Farmington runs. He retired a second time in the 1960s, only to return to railroading again as a part-time conductor on the Strasburg Rail Road. At the time of his death, he was preparing for yet another summer season at Strasburg.

LAD AREND at the Strasburg R.R.

"Arend loved railroading and combined his vocation with his avocation. His photos appear in many railroad books and magazines, particularly those of the Colorado narrow-gauge. He had an endless fund of stories spanning 80 years of railroading. Arend, a unique Railfan and Railroader, was buried in his conductor's uniform."

The Petersons

I got to know Roy Peterson (the subject of the "Thanks, Dad" article on page 46) back in the mid-1960s when I was working in Rockford, Illinois, and was around for most of those Burlington fantrips his sons mention. Roy is a quiet, soft-spoken gentleman with a passion, as I recall, for C&NW Class D 4-4-2s. His three sons have grown up since I left the area, and I never knew them as railfans. Some phone calls with Rory got me acquainted, though, and I was more than a little surprised to encounter the whole crew at

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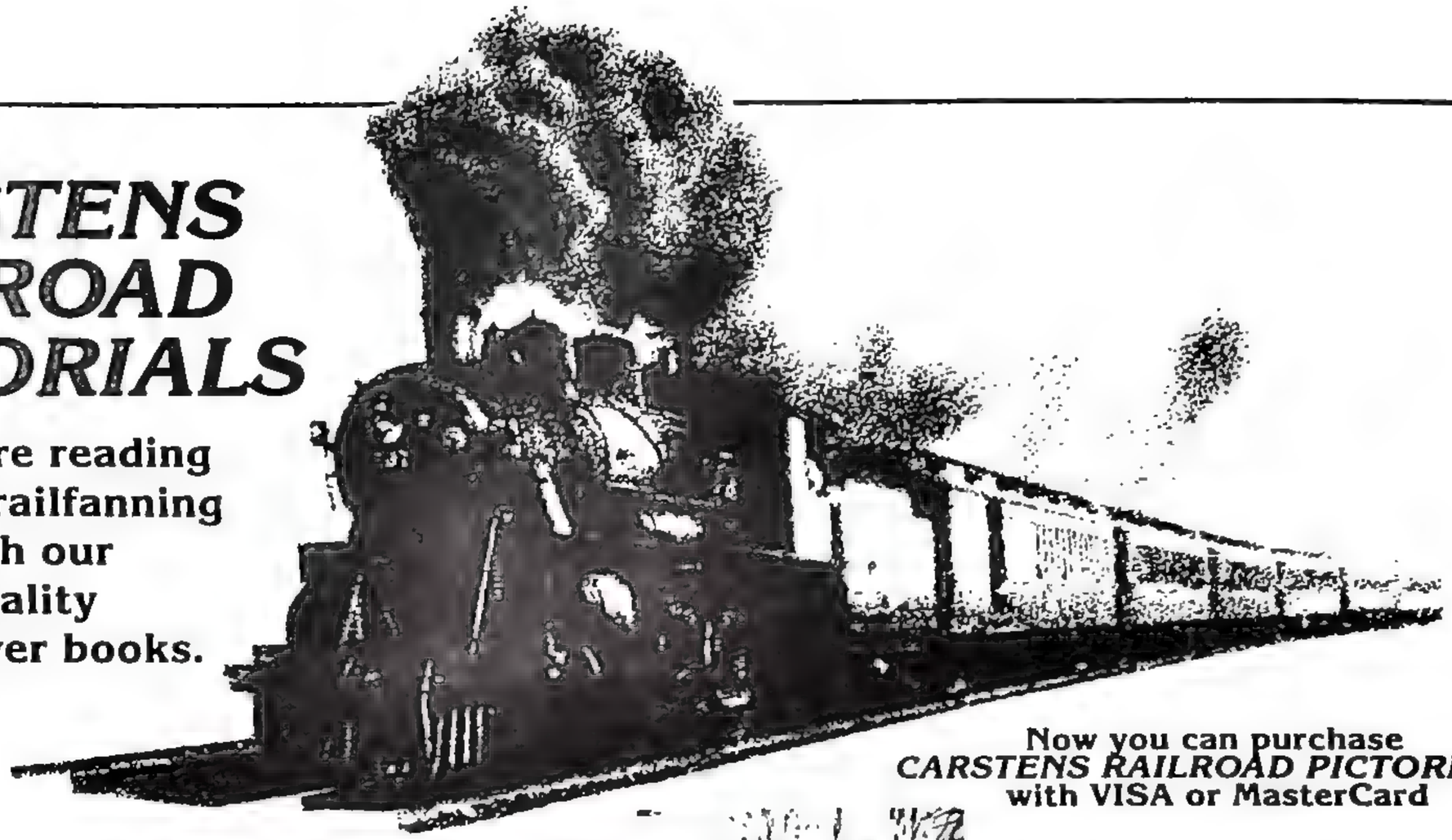

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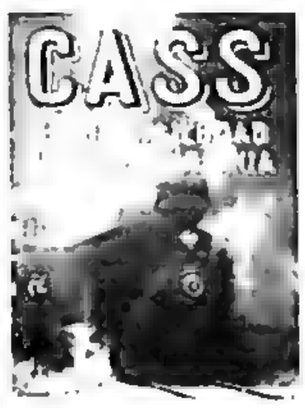

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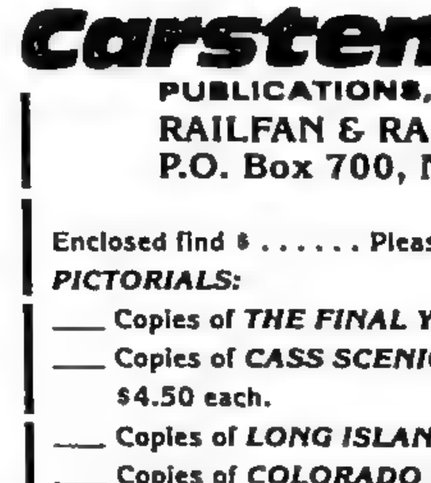

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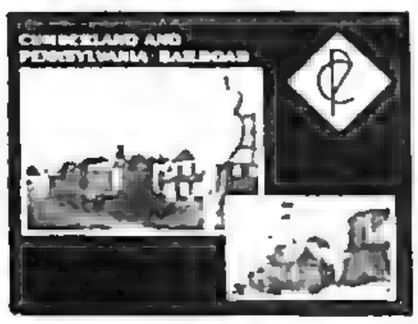

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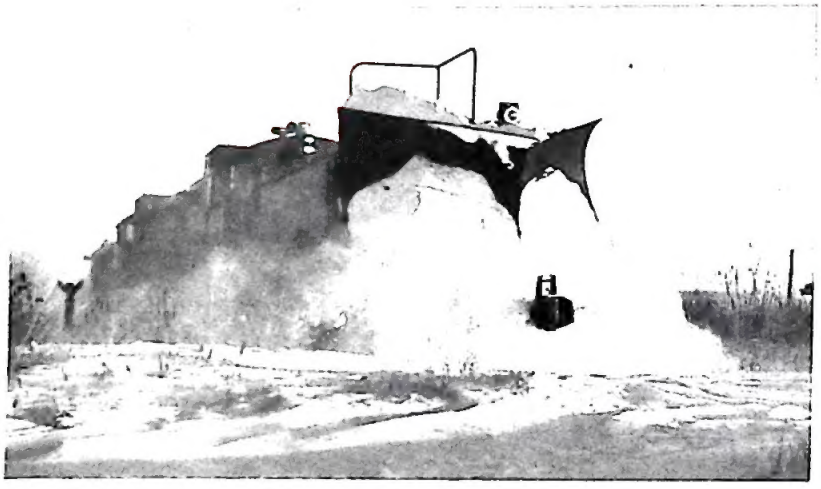

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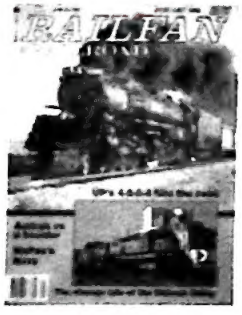

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DeKalb, Ill., chasing the C&NW Ten-Wheeler on September 8. (You'll find Rory's shot of the train on the Kate Shelley High Bridge in RAILNEWS.) And the Petersons are beginning a third generation of sharing the hobby, because Cedric had his little daughter riding on his shoulders and totally enthralled with the steam engine.

Jim

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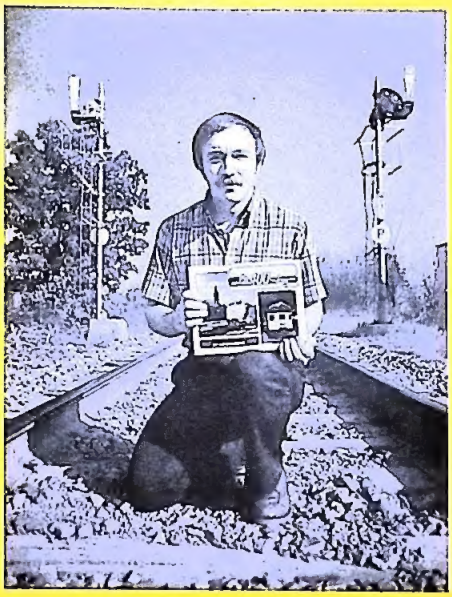

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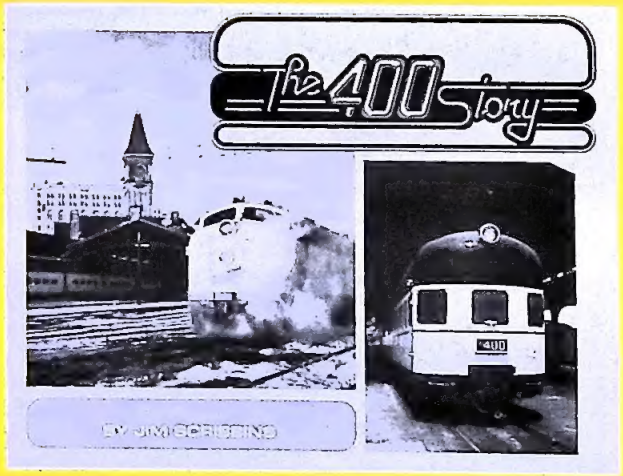

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